

Treasure Valley Clean Cities Coalition Program Plan



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Submitted by:
Treasure Valley Clean Cities Coalition

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Acronym List

B20	A mixture of 20% biodiesel and 80% petroleum diesel based on volume
E10	A blend of 10% ethanol with 90% gasoline
E85	A blend of 85% ethanol with 15% gasoline
ACHD	Ada County Highway District
AFV	Alternative fueled vehicle
COMPASS	Community Planning Association of Southwest Idaho
CNG	Compressed natural gas
CO	Carbon monoxide
DEQ	(Idaho) Department of Environmental Quality
DOE	U.S. Department of Energy
EPAct	Environmental Policy Act
GSA	General Services Administration
MOU	Memorandum of understanding
NIFC	National Interagency Fire Center
LNG	Liquefied natural gas
LPG	Liquefied petroleum gas
PM _{2.5}	Particles in the air less than 2.5 micrometers in diameter; referred to as fine particulate matter
PM ₁₀	Particles in the air less than 10 micrometers in diameter; referred to as coarse particulate matter
PSA	Public service announcement
TVCCC	Treasure Valley Clean Cities Coalition

Introduction

The Treasure Valley Clean Cities Coalition (TVCCC) submits this plan to the U.S. Department of Energy (DOE) as application for designation as a member of the Clean Cities Program. This document outlines the coalition's strategy to expand the community's existing alternative fuel market.

The "Treasure Valley" is the term used to refer to the urban area in southwest Idaho. This area is the most highly populated area in the state and includes the state's two largest cities, Boise and Nampa. For the TVCCC, the term "Treasure Valley" refers specifically to the area defined by Metropolitan Planning Area boundaries in Ada and Canyon Counties (Map 1). The valley is home to about one-third of the state's population, and a significant percentage of the state's industry and business. The area also has large tracts of open space and agricultural lands, intermixed with the urban areas.

The Metropolitan Planning Area has a population of 438,016 (2000 census) and is experiencing rapid growth. The City of Boise was recently declared the third largest city in the Pacific Northwest after Seattle, WA and Portland, OR^a.

The TVCCC's introductory meeting was held in April 2004, with a formal commitment to seeking official Clean Cities designation established in June 2004. As of June 2005, 21 businesses, government agencies, and organizations have committed to being TVCCC stakeholders (Appendix A). Stakeholders represent private and government fleets, fuel suppliers, utilities, and transportation, planning, agriculture, education, energy, and environmental interests.

The TVCCC has record of 405 alternative fueled vehicles (AFVs) and vehicle equivalents and 16 hybrids used in local fleets. Seven private and six public pumps provide alternative fuels (CNG, E85, LPG, and B20) to these fleets and other individuals. In addition to E85 and B20 blends in the valley, 26 area gas stations sell a 10% ethanol blend. TVCCC stakeholders have made commitments to purchase AFVs, use alternative fuels, improve average fleet fuel economy, and/or educate others about AFVs and alternative fuels.

The TVCCC also supports other programs such as idle reduction that reduce petroleum consumption. The Department of Environmental Quality's (DEQ's) *Clean Air Zone Idaho* anti-idling program has reduced idling of school buses at over 100 Idaho schools (see page 13). As part of this program, DEQ plans to retrofit all Idaho school buses with emissions reductions technologies by 2010 and has applied for grants totaling \$500,000 per year from the Congestion Mitigation and Air Quality Improvement Program (Idaho Transportation Department). In addition, the City of Boise has developed anti-idling policy for taxis at the Boise Airport.

The TVCCC currently has co-coordinators from the City of Boise (Beth Baird, Environmental Program Coordinator) and DEQ (Leonard Herr, Airshed Coordinator). Ms. Baird manages the City of Boise's air quality program and Mr. Herr oversees programs related to the Treasure Valley airshed. Each contributes approximately 20% of their time to coalition activities and alternative fuels projects and both are currently funded through their agencies as part of their

^a Source: Associated Press, 4/26/05, http://seattlepi.nwsourc.com/local/221645_boise26.html.

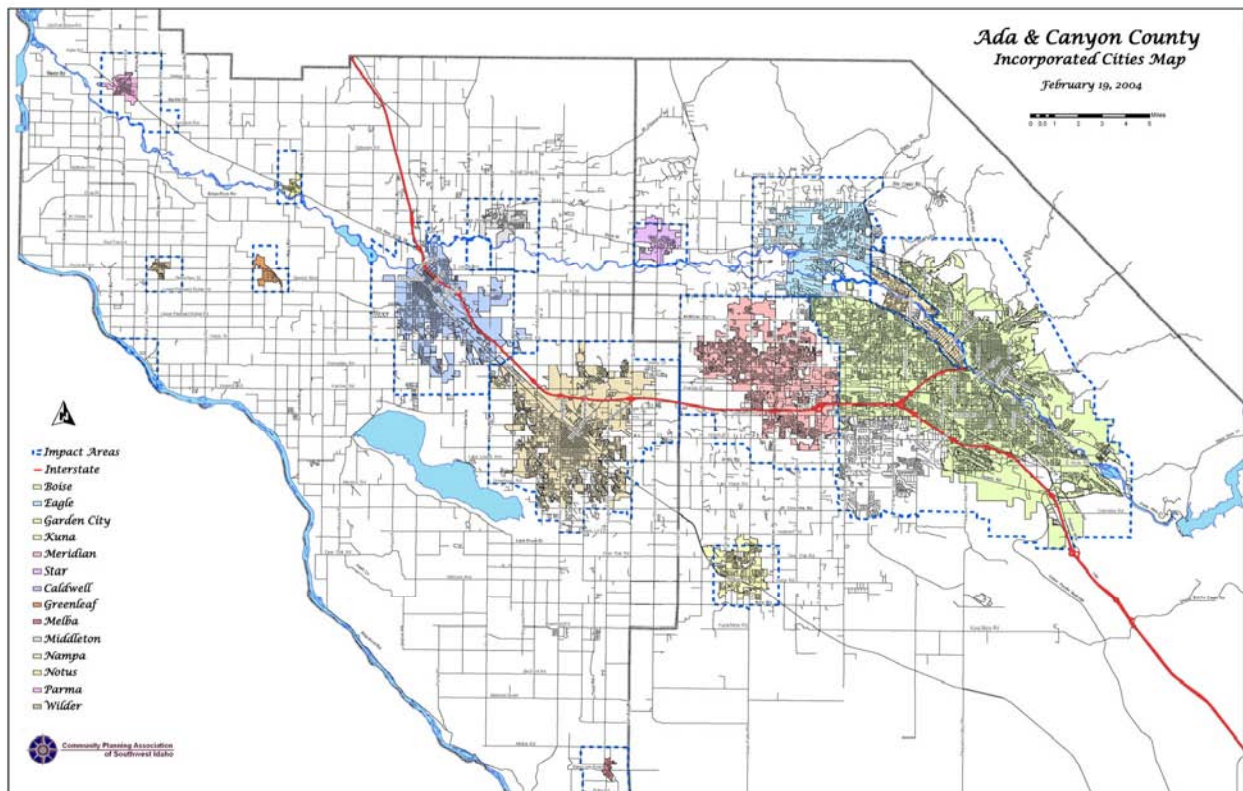
regular positions. Both the City of Boise and DEQ have committed to coordinating coalition activities until a permanent coordinator position is established after designation (see page 41). Additional personnel from the City of Boise, DEQ and the organizations represented on the Steering Committee assist with coordination efforts. Upon designation, start-up funds will be sought and a designated coordinator will be hired.

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Map 1: Map of Treasure Valley



Local Background and History

Idaho has a long history of working to promote alternative fuels and is an international leader in alternative fuels research. The TVCCC has formed in support of alternative fuel activities in Idaho and is working to build on existing infrastructure in the Treasure Valley focusing on the increasing demand for alternative fuels. This compliments work throughout the state that has focused on production and supply, applications, and research. In addition, the TVCCC fills a geographic gap in infrastructure, connecting the Yellowstone/Teton and Salt Lake City coalitions to Washington and Oregon coalitions. The TVCCC also recognizes the role of alternative fuels in ensuring energy security, supporting farming economies, and protecting air quality.

Local Issues

Many issues drive interest in alternative fuels. In the Treasure Valley, these issues include energy security, an agriculture economy, air quality, and completing a “clean corridor” alternative fuels infrastructure that connects the Intermountain West.

Energy Security

Idaho is concerned about energy security. With over 1,600 Idaho National Guard troops currently deployed in the Middle East, the state recognizes the need to reduce our dependence on foreign oil. Alternative fuels are an integral part to a viable domestic energy economy.

Agriculture Economy

Idaho is home to a large agricultural base. Famous for crops such as potatoes, wheat, onions, and sugar beets, Idaho’s farmers will benefit from local markets for energy crops and the manufacture and use of alternative fuels.

A 2004 Idaho Energy Division study has determined that Idaho could produce 100 million gallons of ethanol annually through development of four facilities using local feedstocks. Several potential ethanol production sites exist throughout the state and several private entities have expressed interest in building in Idaho. For example, Idaho has made the “short list” for construction of a commercial-scale cellulosic ethanol plant. The plant would be constructed by Iogen of Ottawa, Canada, and use 800,000 tons of straw to produce 60 million gallons of ethanol per year and other co-products.^b

Air Quality

Alternative fuel use is part of a comprehensive strategy to protect air quality in the Treasure Valley. The majority of southwest Idaho’s population—and emission sources—are concentrated in Ada and Canyon Counties. Automobile emissions account for 53% of the carbon monoxide and 15% of the hydrocarbon pollution in the Treasure Valley’s air.^c

Due to topography and weather patterns, the Treasure Valley is subject to severe wintertime inversions in the Intermountain West. During an inversion, colder, heavier air settles into the valley while warm air sits above, trapping the cold air and pollutants in the valley and causing

^b Turning Straw into Gold., Idaho Post Register, 3/22/05, www.eastidaho.org/news/extra.jsp?action=view&key=168
Turning Straw into Gold, AgInfoNet, 05/14/05, www.aginfo.com/reportView.cfm?recordid=1505

^c Source: 1999 DEQ emissions inventory.

stagnation. The pollution builds up under the warm air until a strong weather system moves through and mixes the air. During these events, air pollution monitors in the valley have recorded levels above the national health-based standards for both fine particulate matter (PM_{2.5}) and coarse particulate matter (PM₁₀).

The Treasure Valley experiences air pollution problems in the summer months as well. Stagnant air conditions, heat, and intense sunlight combine to produce unhealthful accumulations of ozone pollution. Monitoring has shown increased levels of ozone in the valley, sometimes to unhealthful levels, during the past several summers.

In 2003, Idaho Governor Dirk Kempthorne hosted the *Governor's Conference on Air Quality in the Treasure Valley* to find on-the-ground solutions to air quality problems. This conference drew over 200 participants from the Treasure Valley. Organizers included DEQ and the Idaho Council on Industry in the Environment. The conference featured a track on alternative energy and biofuels including discussions on hydrogen, ethanol, and biodiesel. As a result of this conference, local community leaders began to better recognize the role of alternative fuels as an integral part of a comprehensive air quality protection plan and formed the partnerships that created the TVCCC.

I-84 Clean Corridor

The Treasure Valley is along the U.S. Interstate 84 (I-84) corridor that links eastern and western Idaho and serves as a main transportation route along the Snake River connecting the Intermountain West (Denver, Salt Lake City) to the Pacific Northwest (Portland, Seattle).

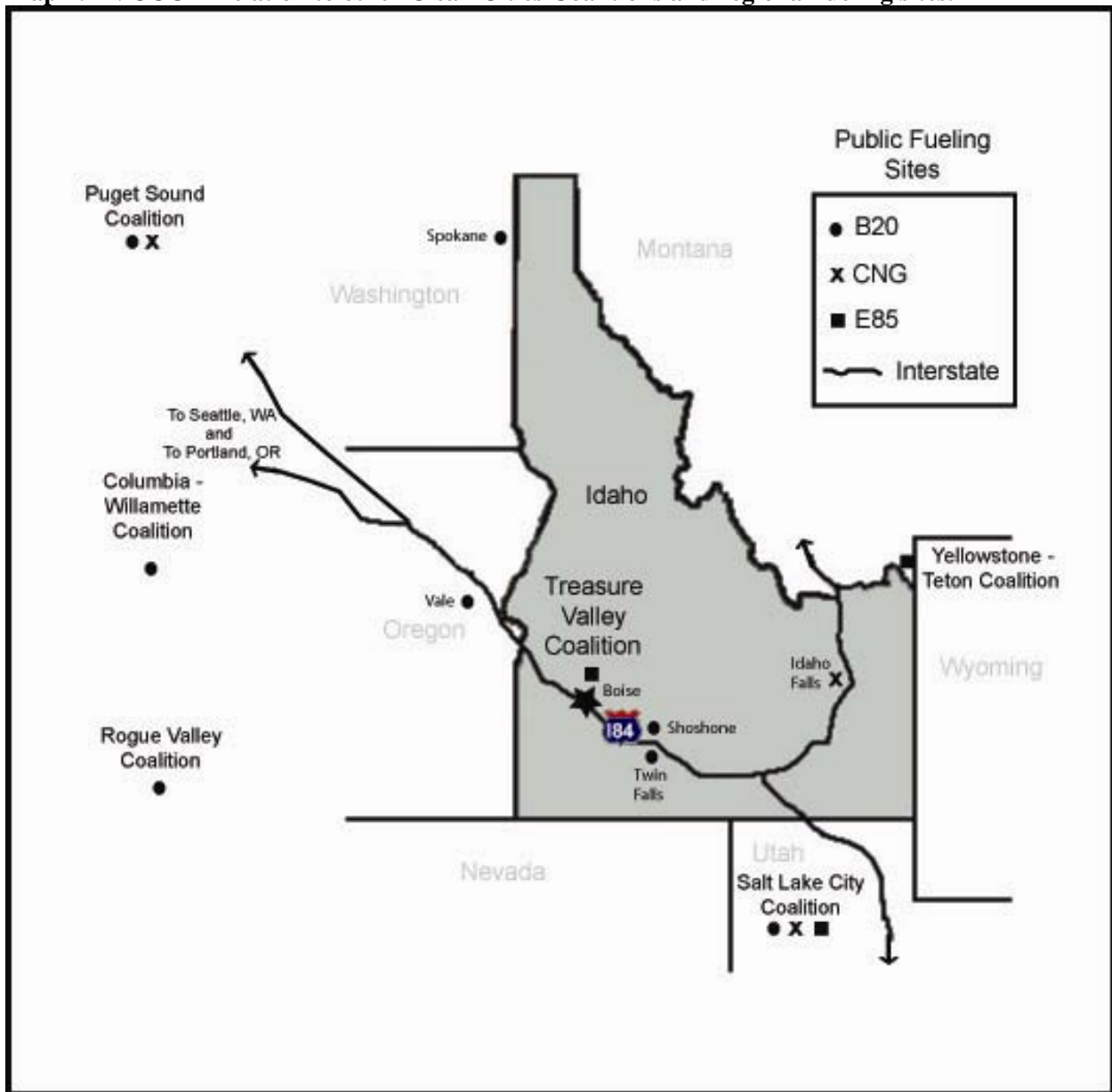
Two Clean Cities coalitions serve the eastern part of the corridor (Salt Lake City and Yellowstone/Teton), advancing alternative fuel infrastructure and the use of alternative fuels. To the west, there are three coalitions: one each in Portland, OR; the Rogue Valley, OR; and Seattle, WA.

The Idaho Energy Division has worked to establish B20 pumps along the I-84 corridor in Shoshone and Twin Falls, ID and Vale, OR. B20 availability in the Treasure Valley completes this corridor through Idaho.

E85 public pumps exist in Salt Lake City, UT and West Yellowstone, MT. The Treasure Valley's new public E85 pump expands E85 fueling opportunities westward.

The Treasure Valley is a key component to developing an alternative fuels clean corridor along I-84 that supports Idaho and connects the Intermountain West to the Pacific Northwest. Infrastructure developed in the Treasure Valley will support the efforts of surrounding coalitions and strengthen the demand for alternative fuels for the region (Map 2).

Map 2: TVCCC in relation to other Clean Cities Coalitions and regional fueling sites.



Establishment of the Treasure Valley Clean Cities Coalition

The TVCCC formed in April 2004, as a result of alternative fuels research, conferences, and partnerships that have developed over the last decade and strengthened after the *Governor's Conference on Air Quality in the Treasure Valley*. The TVCCC formed to support alternative fuels in the Treasure Valley and emphasizes on-the-ground actions and projects.

The TVCCC is guided by a steering committee representing the agricultural, energy, transportation, environmental, and municipal sectors. The City of Boise and DEQ hold co-coordinator positions responsible for organizing meetings, taking minutes, and tracking coalition activities. TVCCC members assist with coalition activities and participate in project-specific working groups.

The TVCCC is open to any organization and individuals. Meetings are publicized through newsletters, emails, and Web listings. Organizations may express their support as a stakeholder or interested party. *Stakeholders* have signed a memorandum of understanding (MOU) expressing organizational support for Clean Cities efforts. *Interested Parties* are those organizations that have participated in events and meetings, or have otherwise indicated interest in the coalition, but not signed the MOU.

TVCCC activities focus on on-the-ground projects such as establishing alternative fuel infrastructure, outreach and education, and support for coalition members using alternative fuels. For example, coalition members have helped raise funds for an E85 public fueling site, participated in the Alternative Energy Festival, and sponsored workshops on alternative fuels production and use.

TVCCC meetings include direct assistance to stakeholders to further alternative fuel use and infrastructure development. For example, meetings have provided forums for fleet managers to share experiences using alternative fuels and provided education on flexible fueled vehicle options for fleet purchasers. The August 2005 meeting will bring environmental professionals and fuel suppliers together to educate members on logistical considerations for installing a private fueling pump.

After analyzing current infrastructure, fuel and vehicle availability, and public demand, the TVCCC has chosen to focus on biodiesel and ethanol blended fuels as top priorities. These fuels directly advance Idaho's interests in agriculture and benefit the Treasure Valley's air quality. In support of the Yellowstone/Teton Coalition, the Idaho National Laboratory, and our regional transit system, the coalition will also support efforts to improve availability of CNG.

Biodiesel Market Availability and Demand

Biodiesel demand and use has increased over the past three years.

From 2002-2004, a public B20 pump served both fleets and private citizens in Boise. Fleet use was enhanced through a public buy-down program sponsored by the Idaho Energy Division. It is interesting to note that within one year of the pump opening, more fuel was sold to the general public than through the fleet buy-down program. This fuel was not subsidized and averaged 6¢ to 12¢ more per gallon than regular diesel. In 2003, the last year for which full year data are available, 175,666 gallons were sold (83,634 through the fleet buy-down program, 92,032 to the

public). Also, in the first six months of 2004, over 97,000 gallons of B20 were sold to the public.^d Had the pump not closed it is likely that biodiesel use by the general public would have doubled. When the public fueling site closed in Boise, many fleets supporting the site switched to a private card lock system or converted their own private diesel pumps to B20^e. A TVCCC priority for 2005 is to open a new B20 public fueling site in Boise and work to expand B20 fueling options throughout the Treasure Valley.

Currently two fuel marketers provide biodiesel blends (B20) to Treasure Valley fleets. Fleets use their own private pump or use the cardlock system run by the marketers. There are four private B20 pumps and one cardlock B20 pump in the Treasure Valley, with a total tank capacity of 20,500 gallons.

Three additional public pumps (in Twin Falls and Shoshone, ID, and Vale, OR) provide B20 fuel in nearby areas along the I-84 Clean Corridor.

Fleet vehicle biodiesel consumption is over 222,000 gallons annually. Using the DOE methodology for EPAAct to translate consumption into AFV equivalents, this consumption represents 99 AFVs. In addition, state transportation data shows that there are over 17,700 diesel vehicles registered in the Treasure Valley (both public and private vehicles), representing a significantly higher potential market for biodiesel.

Biodiesel use is supported through many state, university and private projects and programs.

The Idaho B20 Program: The Idaho Energy Division initiated the Idaho B20 Program, assisted by federal fleets, research by the University of Idaho, and funding from the DOE and the Community Planning Association of Southwest Idaho (COMPASS). The program is a transition device to provide a public demonstration of uses for B20 for both diesel fleets and individual diesel vehicle users toward developing a B20 consumer market in Idaho.

The program has:

- Implemented a biodiesel buy-down program to allow fleets to test B20 in their operations and transition them into full scale B20 use. Treasure Valley fleets that have participated include the Idaho Transportation Department, Sanitary Services Company, BFI/Allied Waste, Idaho Power, Joint School District #2 (Meridian School District), the City of Boise, and the Bureau of Land Management.
- Worked with private partners to open public B20 fueling sites along the I-84 highway corridor that connects Salt Lake City to Portland/Seattle through Idaho. Locations include Vale, Oregon and Boise (since closed), Shoshone, and Twin Falls, Idaho. Over 410,000 gallons of B20 have been sold since 2002 at the Boise and Twin Falls pumps.^f
- Educated Idaho's citizens and businesses about the benefits of B20.

^d Source Idaho Energy Division.

^e The station that operated the B20 pump closed due to conditions unrelated to the sale of B20.

^f Source, Idaho Energy Division.

University of Idaho's Biodiesel Fuel Education Project: University of Idaho is the state land-grant university and has led the way on alternative fuels research nationwide. The Department of Biological and Agricultural Engineering's *Biodiesel Fuel Education Project* conducts public education and outreach through workshops and sponsors research on the production, feasibility, and applications of biofuels. Past workshops include:

- 1994: Establishing Engine Warranties, Moscow, ID
- 1996: Environmental Health Benefits, Yellowstone National Park, WY
- 1997: Producing Quality Fuel, Boise, ID
- 2002: BioEnergy 2002, Boise, ID (over 500 participants from 33 countries)
- 2004: Commercialization of Biodiesel for State Transportation Departments, Boise, ID (over 100 participants from around the country)
- 2005: Biodiesel and School Bus Fleets, Boise, ID (scheduled for September 2005)

In addition, University of Idaho researchers produce biodiesel and test various crops as biofuel feedstocks in on-road vehicles (Figure 1). Examples include:

- 1995: Truck in the Park, ran B100 in a 1995 Dodge 4x4 for 93,000 miles as part of comparative emissions study.
- 1998: 100,000 Mile Dodge Pickup, ran B100 (rapeseed ethyl ester) for 100,000 miles as part of comparative emission study.
- 1999: 200,000 Mile Over-Road Test: University of Idaho, the Idaho Energy Division, and the Simplot company partnered to test real-road use of B20 in a Kenworth T800 truck with a 3406E Caterpillar Engine. The truck ran over 200,000 miles testing higher biodiesel blends (B50) using hydrogenated soybean ethyl ester.
- 2001: VandOil Bug: University of Idaho (mascot: the Vandals) created the VandOil Biodiesel bug—an educational and research tool that tours the state.



Figure 1: University of Idaho: Biodiesel Research Vehicles.

Boise State University Biodiesel Demonstration Project: The College of Applied Technology and the Center for Transportation Technology at Boise State University are conducting a biodiesel demonstration project, which includes building a car to run on vegetable oil and biodiesel. The students in the program are making biodiesel and investigating properties of biodiesel. The project entails participation by students in programs such as Diesel Mechanics, Automotive Technology, Auto Body, Welding, and Semiconductor Technology. This project is not only advancing research in biodiesel, but is also providing tomorrow's automotive servicing professionals with the skills to address new fuels and new technologies.

Ethanol Market Availability and Demand

Currently, ethanol is produced in neighboring Wyoming, at Renova Energy's Wyoming Ethanol subsidiary. This five million gallon-a-year plant supplies Idaho with ethanol for both E85 and E10 blends.

In 2001, the Idaho Energy Division contracted \$75,000 to a private contractor for E85 feasibility studies in three Idaho locations – the Treasure Valley, Magic Valley (Twin Falls area), and southeastern Idaho (Pocatello area). Project results to date are summarized in *Ethanol Impact Assessment for the State of Idaho*, published in 2004. Data show that local Idaho crops could support 100 million gallons of annual ethanol production.

The Idaho Energy Division has worked with local, state, and federal partners to bring ethanol fuels into Idaho. Idaho is on the "short list" for the nation's first commercial scale cellulose ethanol plant, estimated at 60 million gallons production capacity. Other companies are exploring reopening an old ethanol plant near Twin Falls, ID or building new plants.

Demand for E85 has grown in Idaho due to stronger Energy Policy Act (EPAct) requirements and the widespread availability of E85 flexible fueled vehicles. In 1997, the Ethanol Demonstration Project opened Boise's first E85 public fueling pump. The pump ran for approximately one year, dispensing 10,000 gallons of fuel. At the time, few E85 model vehicles were available and the EPAct requirements were in their infancy with only a 10% purchase requirement. The pump ultimately closed.

More E85 vehicles are on the road today, as part of fleets or owned by the general public, creating a larger demand for E85 fuel. For state and utility fleets subject to EPAct, 75% of all new vehicle purchases must be AFVs. In addition, many auto makers manufacture E85 flexible fueled vehicles as standard. Analysis of state transportation data indicates there are at least 1,800 E85 flexible fueled vehicles registered in the Treasure Valley.^g

To meet this demand, in November 2004, TVCCC partners helped to secure funding to open an E85 public pump in Boise. With support from the governor's office, this project included a wide range of sponsors including Fearless Farris Service Stations, Inc. "Stinker Stations", Idaho Farm Bureau, Idaho Grain Producers Association, Ada County Highway District, National Ethanol

^g ITD transportation data were analyzed and compared to the NEVC VIN identification process to determine approximate numbers of E85 flexible fueled vehicles in the Treasure Valley. The NEVC VIN identification process does not include VIN identification numbers for all models of E85 vehicles, therefore this is a conservative estimate of the number of E85 AFVs in the Treasure Valley.

Vehicle Coalition, Renova Energy Inc. (Wyoming Ethanol LLC), Idaho Department of Agriculture, DEQ, Idaho Transportation Department, Idaho Energy Division, COMPASS, Boise State University, City of Boise, and General Motors. Idaho Governor Dirk Kempthorne drives an E85 flexible fueled vehicle and refuels at the station.

Promotional campaigns have been implemented to increase the use of E85 among private vehicle owners. For example, in 2005, an advertising campaign promoted Boise's E85 pump by selling the fuel for only \$1.85 per gallon on "Green Tuesdays" throughout May and June. The promotion also included live radio broadcasts, prizes, displays of flexible fueled vehicles, and free food. Promotions such as this are cooperative efforts among the station owner and many TVCCC partners (Figure 2).

In the first six months, the station has sold 21,974 gallons of E85 with average prices comparable to mid-grade gasoline. Spikes in sales occurred when active promotional efforts were underway such as radio and TV public service announcements (PSAs).



Figure 2: Green Tuesday Event

To support E85 vehicle purchases the TVCCC formed the Dealership Outreach Working Group, which identified 20 dealerships in the area that sell AFVs. Members met with each dealership and provided information on E85 fuel and availability. Through this outreach, the TVCCC identified contacts at each business and will continue to engage dealerships in coalition activities.

In addition to E85, the Idaho Energy Division has worked with gas stations throughout Idaho to use E10 blends of fuel. Twenty-six of the 53 Idaho stations that currently sell E10 are located in the Treasure Valley.

Compressed Natural Gas

Idaho has a growing interest in compressed natural gas, which is used in two Idaho fleets. There are two private CNG fueling site in the Treasure Valley that serve Intermountain Gas Company and Valley Regional Transit. Total CNG tank capacity averages 600 therms per day, fueling approximately 60 fleet vehicles per day. In addition, there is one public CNG station in Idaho Falls serving the Idaho National Laboratory and eastern Idaho.

As part of this plan, the TVCCC will explore the possibility of increasing CNG availability in the Treasure Valley to make it available to additional fleets and eventually to private vehicles.

Multi-Fuel Projects and Events

Several events and projects have supported multiple fuels including:

Treasure Valley Alternative Energy Festival: This annual event, hosted by the Discovery Center of Idaho, drew over 1,100 visitors in 2004. Its purpose is to highlight the positive environmental impact alternative fuels can have and empower people to adopt new strategies for sustainable solutions.

Biofuels Production and the New West: In June 2005, Boise hosted *Biofuels Production and the New West*, a conference sponsored by the Center for the New West and the National Commission on Energy Policy that explored the potential for the West to become a leader in the development and deployment of waste to energy and biofuels technologies. This one-day conference drew 170 participants from around Idaho and western states.

Current Status

Overall, the valley is home to a strong and growing alternative fuel infrastructure and demand for alternative fuels is increasing. Fueling infrastructure exists for B20, E85, LPG, and CNG fuels and the TVCCC has record of 405 AFV vehicles or vehicle equivalents. Over 350,837 gallons of traditional fuels have been displaced through existing infrastructure. (Table 1, Map 3, Appendix B)

Table 1. Summary of Alternative Fuel Demand and Market in the Treasure Valley

Fuel	Number of Tanks/Pumps	Approximate Tank Capacity	Annual Usage (Estimated)	Number of AFVs/AFV Equivalents	Fuel Displacement
B20 ¹	5	20,500 gallons	222,000 gallons	99	44,550 gallons diesel
E85 ²	1	4,700 gallons	43,948 gallons	216	37,359 gallons gasoline
CNG ¹	2	n/a	211,200 therms	89	264,000 gallons gasoline
LPG ³	5	n/a	n/a	1	n/a
Hybrids ⁴	n/a	n/a	n/a	16	4,928 gasoline

¹ Based on reported usage by TVCCC stakeholders and interested parties.

² E85 Annual consumption estimated based on first six months of reported consumption

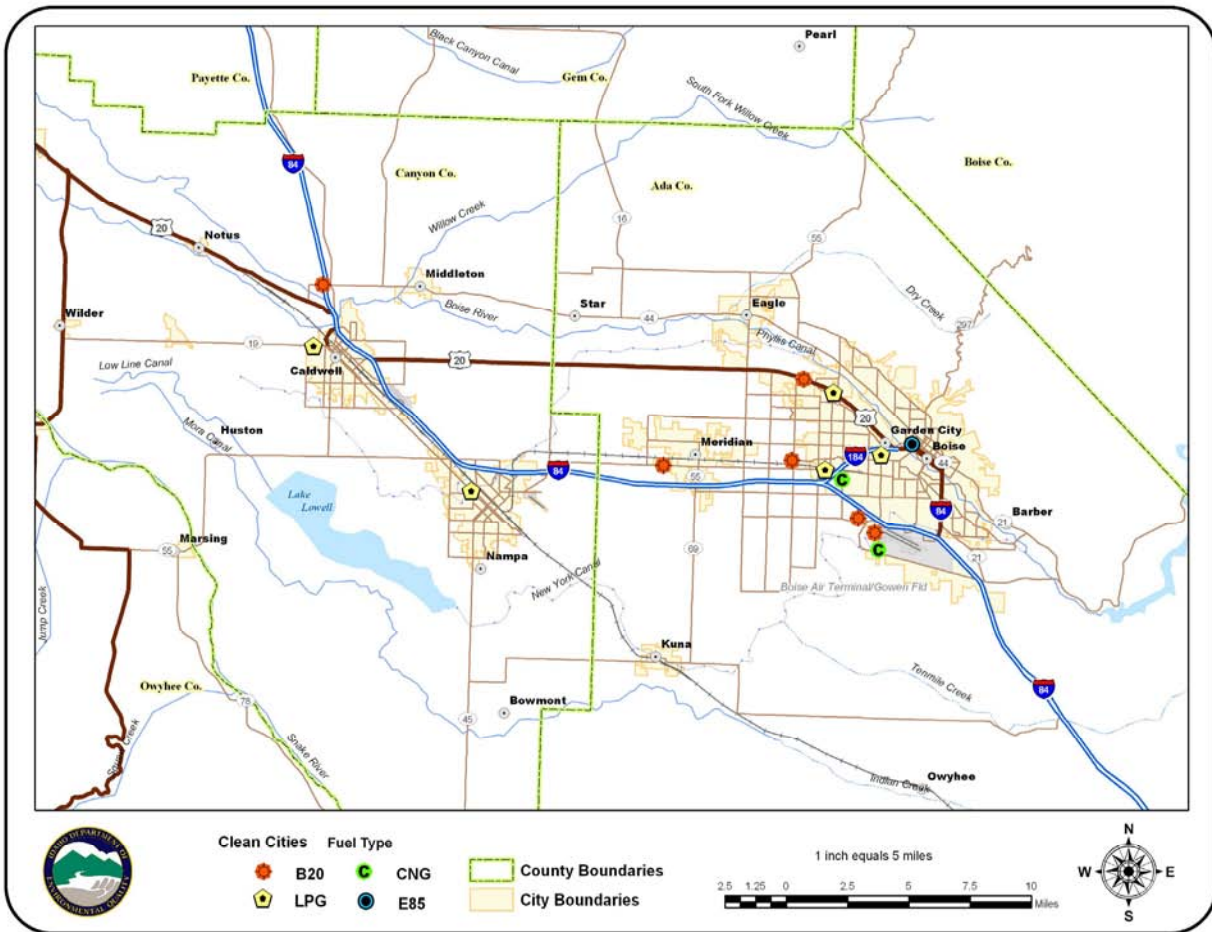
³ The Alternative Fuels Data Locator (<http://www.eere.energy.gov/afdc/>) identifies five propane fueling stations in the Treasure Valley.

⁴ Based on EPA estimates for fuel economy for average car vs. fuel economy for 2003 Toyota Prius (most common hybrid among TVCCC fleets)

EPAct

Two Treasure Valley fleets, the state of Idaho and Idaho Power (a division of IdaCorp), report AFV use under the EPAct. As of 2004, both are in compliance and have surplus credits. In addition, two federal TVCCC stakeholders, General Services Administration (GSA) and National Interagency Fire Center (NIFC) are subject to *General Services Administration Executive Order 13149* and both are in compliance.

Map 3: Fueling Sites in Treasure Valley



Clean Air Act Amendments

The Treasure Valley has had a history of problems with coarse particulate matter (PM_{10}) and carbon monoxide (CO), primarily due to smoke from wood stoves, emissions from older vehicles, and road dust. In the past, part of the valley (northern Ada County) has been nonattainment for both of these pollutants. These problems have been largely resolved, however, as a result of new federal regulations, technological changes, and the development and implementation of comprehensive air quality management plans. The valley is now a maintenance area for PM_{10} and CO and is in attainment of air quality standards. DEQ continues to monitor PM_{10} and CO levels in Ada and Canyon Counties.

Current pollutants of concern include fine particulates ($PM_{2.5}$) and ozone. Ambient concentrations of these pollutants can be high and in some years monitored levels have exceeded air quality standards. While still in attainment, DEQ and stakeholders in the Treasure Valley are taking a proactive, airshed management approach to remain that way. Multiple programs have been and continue to be implemented to maintain attainment status. The TVCCC is part of this comprehensive strategy to prevent nonattainment. By supporting alternative fuel use and improving access to alternative fuels, TVCCC activities can help to mitigate air pollutants from vehicle emissions.

Other Local Laws and Incentives

Currently there is no state legislation pending related to alternative fuels. Idaho's legislative session runs each year from January until Mid-March and therefore is not currently in session.

Idaho Governor Dirk Kempthorne's Directive to State Agencies

In November 2003, Idaho Governor Dirk Kempthorne issued Executive Order No. 2003-14, *Air Quality in the Treasure Valley*, directing state agencies to lead by example in efforts to improve and protect air quality in the Treasure Valley. As part of this order, the Idaho Energy Division was directed to develop an implementation strategy to assess and enhance the use of appropriate alternative fuel supplies as a means of air quality improvement and protection in the Treasure Valley. Additionally, in letters dated October 28 and December 29, 2004, Governor Kempthorne reiterated his personal support and the support of the state to using alternative fuels. All state agencies have been directed to purchase and lease AFVs whenever feasible and to use Boise's E85 pump. In addition, the Governor drives an AFV and uses E85 to fuel it.

Fuel Tax Deduction

Idaho offers a 10% fuel tax deduction to licensed fuel distributors for biodiesel (B20) and ethanol (E10 and E85) blends (Idaho Statute 63-2407). The ethanol deduction was originally only for E10, but was extended to E85 in 2005.

E10 Legislation

In 2005, Senate Bill 1004 was introduced. It would have required gasoline sold for motor vehicle use in Idaho be blended with at least 10% by volume agriculturally derived denatured ethanol. The bill did not pass the Senate, but it is anticipated that legislation supporting ethanol blends will likely be proposed in future legislative sessions.

Clean Air Zone Idaho

Clean Air Zone Idaho is a statewide program aimed at reducing children's exposure to school bus diesel exhaust by discouraging idling of buses and other vehicles and encouraging use of alternative fuels in school buses. DEQ operates the program and assists Idaho schools in accessing federal funding and achieving national program goals and provides schools with a comprehensive toolkit to reduce the impacts of vehicle emissions outside their schools. In its first six months, over 100 Idaho schools, representing 351 buses have signed up to participate in the program. Currently, nearly 35,000 students attend Clean Air Zone schools. There are over 640 school buses that serve the Treasure Valley. This program is expected to reduce idling for 30 minutes per day per bus, conserving 28,800 gallons of fuel per year.^h

City of Boise Anti-Idling Policy for Airport Taxis

The City of Boise has established an anti-idling policy at the Boise Airport to reduce emissions from taxis and shuttle vehicles.

^h According to the U.S. EPA, school buses typically use about 0.5 gallons of fuel per hour. If a company operates 50 buses and each bus reduces its idling time by 30 minutes per day, at \$1 per gallon of diesel fuel, the company would save over \$2,000 per school year in fuel costs. (Source: http://www.epa.gov/ne/eco/diesel/school_buses.html)

Boise Mayor David Bieter's Directive to City Employees

In November 2004, City of Boise Mayor David Bieter issued a memorandum to all city department and division heads directing them to use E85 in city-owned flexible fuel vehicles whenever practical and to purchase flexible fuel vehicles whenever they are available and otherwise meet needs and specifications.

Northern Ada County Emissions Testing

Ada County has required emissions testing of vehicles in northern Ada County to reduce air pollution in 1984. The emissions testing program has reduced vehicular pollution by about 18%.ⁱ

Grants and Funding

To date, over \$500,000 has been spent on projects and programs related to the advancement of alternative fuels in the Treasure Valley. These monies have come from grants and a variety of TVCCC stakeholders and other committed organizations, including:

- Ada County Highway District
- Boise State University
- City of Boise
- Community Planning Association of Southwest Idaho (COMPASS)
- Discovery Center of Idaho
- Idaho Department of Agriculture
- Idaho Department of Environmental Quality (DEQ)
- Idaho Energy Division
- Idaho Farm Bureau
- Idaho Grain Producers Association
- Idaho Transportation Department
- National Ethanol Vehicle Coalition
- Fearless Farris Service Stations, Inc. “Stinker Stations”
- U.S. Department of Transportation
- U.S. Environmental Protection Agency

This type of support to Clean Cities-related projects and programs, especially before the Treasure Valley has become a designated Clean Cities coalition, illustrates the level of commitment TVCCC stakeholders and others have to the advancement of alternative fuels in the Treasure Valley. The level of financial commitment has grown annually along with the number of contributors. This trend of increased funding and support should continue and even increase once the TVCCC becomes a designated Clean Cities Coalition.

Grants

To date, the TVCCC has not applied for grant funding. However, TVCCC stakeholders have received \$215,000 in grant monies to support programs and projects that further coalition goals. These grants are outlined below.

ⁱ Source: Ada County Air Quality Board (www.emmissionstest.org)

B20 Biodiesel Emissions Study

Project Description: An emissions study was conducted on school buses using B20 in Meridian, Idaho. Portions of the funding were also used to help fund the Idaho Alternative Energy Festival.

Amount of Grant: \$200,000

Years of Grant: Fiscal years 2004 and 2005.

Funding Organization: Congestion Mitigation and Air Quality Improvement Program, Federal Highway Administration, though Idaho Transportation Department

Organization Receiving Funds: COMPASS.

Project Status: Recently completed. A final report was presented to the COMPASS board of directors on June 20, 2005.

Anticipated Completion Date: Complete.

Clean Air Zone Idaho

Project Description: *Clean Air Zone Idaho* is a statewide program designed to reduce children's exposure to school bus diesel exhaust by discouraging idling of buses and other vehicles and encouraging the use of alternative fuels to reduce air pollution. The program also provides a conduit for schools to learn about and apply for funding for air quality protection activities, including retrofitting old school buses with cleaner technology.

Amount of Grant: \$15,000

Year of Grant: 2004

Funding Organization: U.S. Environmental Protection Agency

Organization Receiving Funds: Idaho DEQ

Project Status: The grant money was used to launch the program and develop program materials. The program has been launched; DEQ personnel are actively recruiting new schools and managing the project. In its first six months, 15% of Idaho's schools (more than 100 individual schools), representing 351 buses, signed up to participate in the program. Currently, over 35,000 students attend Clean Air Zone schools.

Anticipated Completion Date: Launch completed; program ongoing. The purpose of the grant money was to launch the program and develop program materials. This has been completed. The project is now being managed through DEQ general and personnel funds.

Other Fundraising Activities

TVCCC stakeholders provide in-kind services and project-specific donations. Approximately \$283,900 has been raised to support specific alternative fuel projects and over \$25,000 in in-kind services have been provided. Clean Cities-related alternative fuels projects that have been possible through locally raised funds are outlined below.

Treasure the Valley's Air

Project Description: The *Treasure the Valley's Air* program is a coalition of local partners working together to implement community-based projects to improve and protect air quality in the Treasure Valley. Partnerships are voluntary and dynamic, and can include any mix of businesses, government agencies, organizations, and individuals. Under the *Treasure the Valley's Air* umbrella, partners join together to share expertise and leverage resources to design, carry out, and promote air quality improvement projects throughout the valley. Under the *Treasure the Valley's Air* outreach campaign, six PSAs have been developed and aired on local television and radio stations. One announcement featured Idaho Governor Dirk Kempthorne

discussing the benefits of E85 and fueling his new E85 flexible fueled vehicle. The outreach campaign has also provided funding for the “Green Tuesday” campaign (see page 10). In 2005, \$25,000 of this funding has been allocated toward establishing a B20 public fueling site and associated outreach activities.

Amount of Funding: \$96,000

Years of Funding: State fiscal years 2005 and 2006

Funding Organization: Idaho Energy Division, through DEQ

Project Status: Ongoing. Upcoming projects include a lawnmower buy-back program, additional PSAs, participation in the 2005 Treasure Valley Alternative Energy Festival, and providing outreach and other support for new public alternative fuel pumps in the Treasure Valley.

Anticipated Completion Date: None. *Treasure the Valley’s Air* is a concept or umbrella rather than a single project. As such, it is anticipated *Treasure the Valley’s Air* activities will continue beyond this round of funding.

B20 Buy-Down (2005-2006)

Project Description: Monies have been allocated to buy-down the price of B20 fuel for diesel fleets in Ada and Canyon Counties willing to try the fuel. The TVCCC will assist in promoting the program and recruiting fleets into the program.

Amount of Funding: \$15,000

Years of Funding: 2005 - 2006 (state fiscal year 2006)

Funding Organization: Idaho Energy Division

Project Status: Start date, Fall 2005.

Anticipated Completion Date: 2006.

Biodiesel Quality Monitoring Study

Project Description: This study will explore sourcing and quality issues associated with biodiesel.

Amount of Funding: \$10,000

Years of Funding: 2005 - 2006

Funding Organization: Idaho Energy Division

Project Status: Commissioned.

Anticipated Completion Date: 2006.

Biodiesel Feasibility Study

Project Description: This study will explore the conditions necessary for commercial biodiesel production in the Treasure Valley including quantification of local source materials, potential sites, market options and demand, uses for associated byproducts, and environmental and economic incentives/barriers.

Amount of Funding: \$20,000

Years of Funding: 2004 - 2005

Funding Organization: Idaho Energy Division

Project Status: Commissioned.

Anticipated Completion Date: September 2005.

Alternative Energy Festival

Project Description: This annual event, open to the public and hosted by the Discovery Center of Idaho, highlights the positive environmental impact alternative fuels can have and empowers people to adopt new strategies for sustainable solutions.

Amount of Funding: \$9,500 (2004); \$8,500 (2005; raised to date)

Years of Funding: 2004 and 2005

Funding Organizations: City of Boise, COMPASS, DEQ, Idaho Energy Division, Idaho Power, Valley Regional Transit.

Project Status: The 2004 festival drew over 1,100 visitors; the 2005 festival is scheduled for September 16 -18 and will highlight, among other fuels, both E85 and B20.

Anticipated Completion Date: None, as this is an annual event. The 2005 festival will be held September 16 -18.

Treasure Valley Ethanol (E85) Feasibility Project

Project Description: Partners worked to establish an E85 public fueling pump in downtown Boise and held an opening kickoff/media event with local and state elected officials.

Amount of Funding: Coalition partners and others raised \$40,000 for this effort.

Year of Funding: 2004

Funding Organizations: Fearless Farris Inc., “Stinker Stations,” Idaho Farm Bureau, National Ethanol Vehicle Coalition, Renova Energy Inc. (Wyoming Ethanol LLC), Idaho Department of Agriculture, DEQ, Idaho Transportation Department, Idaho Energy Division, COMPASS, Boise State University, City of Boise, Ada County Highway District, Idaho Grain Producers Association, Renova Energy Inc. (Wyoming Ethanol LLC), and General Motors.

Project Status: Complete: pump opened November 2004.

Anticipated Completion Date: Complete.

B20 Buy-Down (2003-2004)

Project Description: Transportation funds were used to “buy-down” the price of B20 fuel for diesel fleets in Ada and Canyon Counties willing to try the fuel. The buy-down money was paid to the Idaho Energy Division and used as part of their larger buy-down program. Many fleets participated in the program, including Sanitary Services Company, BFI/Allied Waste, Headstart of Boise, Joint School District #2 (Meridian School District), the City of Boise, and the City of Nampa.

Amount of Funding: \$13,900

Years of Funding: 2003 - 2004 (fiscal year 2004)

Funding Organization: COMPASS

Project Status: Funding was used to buy down the price of B20 fuel in the Treasure Valley. While the buy-down associated project is complete, buy-down programs for alternative fuels in the Treasure Valley continue.

Anticipated Completion Date: Complete.

Ethanol Feasibility Study

Project Description: Feasibility study for ethanol production in three areas of Idaho: the Treasure Valley, Magic Valley (Twin Falls), and Southeast Idaho (Pocatello). The study includes evaluation of feedstock supplies, economic impacts, and plant site considerations.

Amount of Funding: \$75,000

Year of Funding: 2001

Funding Organization: Idaho Energy Division

Project Status: The Treasure Valley and Magic Valley portions are complete, and are summarized in *Ethanol Impact Assessment for the State of Idaho (2004)*. Results indicate that Idaho wheat, barley and corn production could support 100 million gallons of annual ethanol production, create 3,800 jobs during plant construction, and support 1,900 permanent jobs during commercial operation.

Anticipated Completion Date: 2005.

In-Kind Support

Several organizations have allocated staff time to support TVCCC projects and activities. The City of Boise and DEQ have each allocated over \$10,000 in staff time (0.25 FTE each) to TVCCC and related alternative fuels projects in 2004-2005; COMPASS has spent approximately \$5,000 of staff time to support Clean Cities-related projects during the same time period.

Stakeholder Description and Buy-In

As of June 2005, 21 Treasure Valley companies, government agencies, and other organizations have signed MOUs to become official TVCCC stakeholders (Appendix C). These organizations represent a wide variety of sectors and show how alternative fuel issues can unify many community interests. Of these 21 stakeholders, six are private, for-profit companies; four are private, not-for-profit organizations; two are educational institutions; and eight are governmental agencies (local, state, county, and federal). Three stakeholders are fuel suppliers, 15 maintain fleets in the Treasure Valley, two deal specifically with transportation issues in the Treasure Valley, two represent agricultural interests, and two represent environmental interests.

In addition, several other local businesses and organizations have expressed an interest in TVCCC and regularly receive information and attend meetings (Appendix D). These organizations are identified as “other interested parties.” It is anticipated that some of these will become stakeholders.

Between April 2004 and June 2005, nine stakeholder meetings (average attendance, 20) and nine steering committee meetings (average attendance, 7) were held. All stakeholders and other interested parties were contacted to provide input into this program plan. In May 2005, each organization was asked to complete a detailed survey describing that organization’s current fleet and fuel use, quantity and types of fuels supplied, and commitments to promote AFVs and alternative fuels in the Treasure Valley (Appendix E). These specific commitments can be seen throughout the Goals section of this document (see pages 25 - 40). The content of the plan was discussed at steering committee meetings before and during plan development. In addition, all stakeholders and interested parties were provided copies of the draft plan for review.

Treasure Valley Clean Cities Coalition Stakeholders (for signatory and contact information, see Appendices A and C):

- Ada County Highway District
- Baird Oil
- BFI /Allied Waste
- Bio [Fuels & Mass] Consulting
- Boise State University
- City of Boise
- City of Eagle
- City of Nampa
- Community Planning Association of Southwest Idaho (COMPASS)
- Department of Environmental Quality (DEQ)
- Discovery Center of Idaho
- Fearless Farris Service Stations Inc. “Stinker Stations”
- General Services Administration
- Idaho Energy Division, Idaho Department of Water Resources
- Idaho Farm Bureau
- Idaho Power Company
- Idaho Rural Partnership
- Renova Energy Inc. (Wyoming Ethanol, LLC)
- Sanitary Services Company
- University of Idaho – Department of Biological and Agricultural Engineering
- U.S. Environmental Protection Agency – Idaho Operations Office

Stakeholders include BFI/Allied Waste and Sanitary Services Company, which represent the two primary trash haulers in the Treasure Valley. The TVCCC will continue to work with this niche market and seek participation from other niches such as auto dealerships, courier fleets, shuttles, and taxi companies.

Current and Projected AFVs and Refueling Station Information

The Treasure Valley has a strong and broad base for AFV and alternative fuel use, as well as support from Idaho’s local and national leaders (see gubernatorial and mayoral directives and the COMPASS continuing resolution in Appendix F). Stakeholders, fuel providers and station owners were surveyed in May 2005 to obtain information on current and projected AFVs, fuel use, and infrastructure (Appendix E). The valley’s current and projected AFV use is supplied in Table 2 and current and projected fueling station information is supplied in Table 3. Appendix B contains detailed information on fueling stations.

Alternative Fuels and AFVs

The use of AFVs and alternative fuels in the Treasure Valley is growing rapidly. The supply of AFVs and alternative fuels is a “chicken and egg” proposition: consumers who purchase AFVs cannot reap the benefits if the fuel is not available, while fueling stations gamble to provide fuel if an AFV market is not already established. With help from the TVCCC, the Treasure Valley has overcome this obstacle and has established a market for AFVs and fueling stations to fuel

them. Currently, the TVCCC has identified 405 fleet AFVs in the Treasure Valley (Table 2), which approaches the DOE recommended baseline number (based on population) of 438. However, analysis of state transportation data indicates there are at least 1,800 E85 flexible fueled vehicles registered in the Treasure Valley (see page 9). The AFVs are supplied by 13 fueling stations (B20, CNG, LPG and E85) (Table 3). Local fuel suppliers and gas station owners have expressed a strong desire to increase the amount of alternative fuel available. The TVCCC is dedicated to helping them accomplish this task.

Hybrids

The TVCCC and the state of Idaho recognize hybrid vehicles as part of a sound energy policy due to their high fuel economy. Under the Governor's Executive Order 2003-14, *Air Quality in the Treasure Valley*, the state purchasing division was directed and has completed state purchasing agreements for hybrid vehicles.

Currently, several Treasure Valley fleets house hybrid sedans/hatchbacks which generally are twice as fuel efficient as similar-sized cars. Assuming the average fleet vehicle runs for 12,000 miles per year, the potential fuel savings is 308 gallons per vehicle or 4,928 gallons from the valley's 16 fleet hybrids (Table 4).^j

Hybrid availability in the Treasure Valley is scarce due to the popularity of the vehicles. It is anticipated that fleets will continue to purchase hybrids as vehicles become available.

Idling/Emissions Reductions Technologies

Idaho and the TVCCC recognize the importance of anti-idling technologies and retrofits on diesel vehicles as a strategy to reduce air quality impacts from vehicle emissions. In 2004, DEQ implemented *Clean Air Zone Idaho*, aimed at educating parents and teachers about the impacts of diesel exhaust and providing schools with measures to reduce vehicle emissions.

As part of this effort, DEQ has applied for grant funding from the Congestion Mitigation and Air Quality Improvement Program (Idaho Transportation Department) to retrofit Idaho school buses with emissions control devices. Some devices, such as a preheater, reduce idling time by eliminating the need for cold/start and engine warm up periods. There are over 2,000 school buses statewide, with at least 640 operating in the Treasure Valley.

^j Based on U.S. EPA's fuel and emissions estimates for average vehicle from U.S. EPA National Vehicle and Fuel Emissions Laboratory. Average fuel economy of average car = 21.5 mpg. Average combined fuel economy for 2003 Toyota Prius from www.fueleconomy.gov is 48 mpg.

Table 2. Current and Projected AFVs

Current AFVs											Total Projected AFVs by 2010								
Fleet	Fleet Total	CNG	LNG	LPG	E85	Elec	Meth-anol	Biodiesel Credits ⁴	Fleet AFV Totals		Fleet Total	CNG	LNG	LPG	E85	Elec	Meth-anol	Biodiesel Credits	Fleet AFV Totals
ACHD^{1, 5}	243										243								
Light-Duty					2										3				
Medium-Duty																			
Heavy-Duty																			
									2										3
BFI/Allied Waste^{1, 6}																			
Light-Duty																			
Medium-Duty																			
Heavy-Duty								7										7	
									7										7
Boise Biodiesel Fuel User Consortium	Unkn										Unkn								
Light-Duty								1										1	
Medium-Duty																			
Heavy-Duty																			
									1										1
City of Boise¹	710										710								
Light-Duty					31			9										9	
Medium-Duty																			
Heavy-Duty																			
									40										9
City of Nampa¹	77										77								
Light-Duty					2										2				
Medium-Duty																			
Heavy-Duty																			
									2										2

Current AFVs											Total Projected AFVs by 2010								
Fleet	Fleet Total	CNG	LNG	LPG	E85	Elec	Meth-anol	Biodiesel Credits ⁴	Fleet AFV Totals		Fleet Total	CNG	LNG	LPG	E85	Elec	Meth-anol	Biodiesel Credits	Fleet AFV Totals
GSA^{1,6}	425										425								
Light-Duty				1	69			7							119			7	
Medium-Duty																			
Heavy-Duty																			
									77										126
Idaho Farm Bureau¹	5										5								
Light-Duty															4				
Medium-Duty																			
Heavy-Duty																			
									0										4
Idaho Power³	353										353								
Light-Duty					6			7							8				
Medium-Duty																		7	
Heavy-Duty																			
									13										15
Intermtn. Gas	50										50								
Light-Duty		50										50							
Medium-Duty																			
Heavy-Duty																			
									50										50
NIFC⁷	60										60								
Light-Duty					7										11				
Medium-Duty																			
Heavy-Duty																			
									7										11
Renova, Inc. (Wyoming Ethanol, LLC)¹	1										3								

Current AFVs											Total Projected AFVs by 2010								
Fleet	Fleet Total	CNG	LNG	LPG	E85	Elec	Meth-anol	Biodiesel Credits ⁴	Fleet AFV Totals		Fleet Total	CNG	LNG	LPG	E85	Elec	Meth-anol	Biodiesel Credits	Fleet AFV Totals
Light-Duty					1										3				
Medium-Duty																			
Heavy-Duty																			
									1										3
Sanitary Services¹	21										21								
Light-Duty																			
Medium-Duty																			
Heavy-Duty								21										34	
									21										34
State of Idaho³	394										394								
Light-Duty					98			47							296			47	
Medium-Duty																			
Heavy-Duty																			
									145										343
Valley Regional Transit	57										57								
Light-Duty																			
Medium-Duty																			
Heavy-Duty		39										39							
									39										39
Grand Totals	2,396	89	0	1	216	0	0	99	405		2,399	89	0	0	446	0	0	112	647

¹ Stakeholder fleet

² EPAct fleet

³ Stakeholder and EPAct fleet

⁴ Biodiesel credits were calculated based on EPAct. One credit was allocated for each 2,250 gallons of B20 used.

⁵ Ada County Highway District

⁶ General Services Administration

⁷ National Interagency Fire Center

Table 3. Current and Projected Refueling/Recharging Stations

Current Stations									Total Projected Stations by 2010							
Operator	Access	CNG	LPG	LNG	E85	Elec	Meth-anol	Bio-diesel	Access	CNG	LPG	LNG	E85	Elec	Meth-anol	Bio-diesel
Baird Oil ^{1,7}	Private (Card Lock)							1	Private (Card Lock)				1			2
City of Boise ^{1,2}	Private							1	Private							1
Idaho Transportation Department ¹	Private							2	Private							3
Intermountain Gas	Private	1							Private	1						
Sanitary Services ^{1,3}	Private							1	Private							1
Stinker Stations ^{1,4}	Public				1				Public				2			1
Valley Regional Transit	Private	1							Private	1						
Other ^{5,6}	Public		5						Public		5		1			2
Totals^{8,9}		2	5		1			5		2	5		4			10

¹ Stakeholder operator

² If the City of Boise's B20 usage increases, the city will add additional B20 tanks.

³ Sanitary Services plans to more than double the capacity of its current pump.

⁴ In addition to establishing a new public E85 pump, Stinker Stations also plans to increase the capacity of its current pump from 4,700 gallons to 10,000 gallons. Stinker Stations, Inc. also blends 100% of its retail gasoline with 10% ethanol.

⁵ The TVCCC is working with suppliers to establish two additional public B20 pumps and at least one additional public E85 pump.

⁶ LPG stations as reported by the Alternative Energy Data Center (<http://www.eere.energy.gov/afdc/>.)

⁷ Baird Oil facilities are private/cardlock sites. Any fleet may contract with Baird to use the fueling sites. Baird oil expects to install new E85 and B20 pumps at existing Baird locations which will to help meet the increased fuel demand as the number of AFVs grows.

⁸ By 2010, the number of stakeholder fleet E85 flexible fueled vehicles is expected to grow by 120%. The number of E85 fueling sites will increase by 300%. The number of privately owned flexible fueled vehicles are expected to grow as well, increasing demand for this fuel.

⁹ By 2010, the number of stakeholder B20 credit equivalents is expected to grow by 13%. The number of B20 fueling sites is expected to grow by 100%. The number of privately owned diesel vehicles are expected to grow as well, increasing demand for this fuel.

Table 4. Current and Projected Fleet Operated Hybrids

Current Hybrids			Total Projected Hybrids by 2010
Fleet	Hybrids	Light-, Medium-, Heavy-Duty	Hybrids
Ada County Highway District ¹	0	na	1
City of Boise ¹	4	LD	4
National Interagency Fire Center ¹	0	na	1
State of Idaho ³	10	LD	10
Valley Regional Transit	2	LD	2
Total	16		18

¹ Stakeholder Fleet² EPAct Fleet³ Stakeholder and EPAct Fleet

Goals

TVCCC stakeholders are committed to fulfilling and exceeding all national Clean Cities goals.

Goal A: Increase Number of AFVs

Increase the number of alternative fueled vehicles on the road in the Treasure Valley by 17% annually. Increase the use of Clean Cities technologies (idle reduction, blends, hybrids, fuel economy) that support the goals of our community.

The TVCCC will work to increase alternative fueled vehicles by 17% annually. Currently, the TVCCC has record of 405 AFVs on the road in the Treasure Valley including 222,000 gallons of B20 consumption (equivalent to 99 AFV credits). Table 5 lists projections for new AFVs for those organizations that are able to forecast. The numbers in this table do not take into account the organizations that are committed to purchasing AFVs, but are not able to forecast purchases.

The TVCCC has forecasted a total of 647 fleet AFVs and biodiesel credits by 2010 (Table 2). This, combined with unquantified commitments (see Action Step 2), transition to B20 by new fleets (Action Step 7 and Goal D), and purchases by future TVCCC stakeholders (Goal C) will help the TVCCC achieve the 17% annual increase goal for a total of at least 888 AFVs by 2010.

The totals shown in Tables 2 and 5 do not match, as Table 5 represents only AFV purchases, not B20 credits, and shows actual purchases, not total AFV fleet size. For example, by 2008, new AFVs purchased by the state of Idaho will be replacing old AFVs, so the state's total number of AFVs will not increase. While the state of Idaho will purchase 375 AFV vehicles between 2005 and 2010, the total AFV fleet size will remain at 296.

AFVs

Action Step No. 1: Increase AFV vehicle purchases by existing stakeholders.

Description: Specific commitments for those organizations that are able to forecast purchases are outlined below (Table 5). Many other stakeholders have committed to purchasing AFVs (see Action Step 2), but are not able to make numeric commitments, so the actual number of AFVs purchased should surpass those in Table 5. All forecasted purchases are estimates and are dependent on budgets, availability, and specific needs.

Target Dates: Yearly targets.

Responsible Parties' Commitments:

Table 5. TVCCC Stakeholder Commitments for Purchasing AFVs¹

Year and Party	Forecasted AFV Purchases
2006	
Ada County Highway District	1
GSA ²	10
Idaho Farm Bureau	1
NIFC ³	1
State of Idaho	75
<i>2006 Total</i>	<i>88</i>
2007	
GSA	5
Idaho Farm Bureau	1
NIFC	1
Renova Energy (Wyoming Ethanol)	2
State of Idaho	75
Valley Regional Transit ⁴	5
<i>2007 Total</i>	<i>89</i>
2008	
GSA	10
NIFC	1
State of Idaho ⁵	75
<i>2008 Total</i>	<i>86</i>
2009	
GSA	10
Idaho Farm Bureau	1
State of Idaho	75
Valley Regional Transit	5
<i>2009 Total</i>	<i>91</i>
2010	
GSA	15
Idaho Farm Bureau	1
NIFC	1
State of Idaho	75
Valley Regional Transit	5
<i>2010 Total</i>	<i>97</i>
<i>Grand Total (2006 – 2010)</i>	<i>451</i>

¹ Does not include commitments to use biodiesel; only actual purchases of AFVs

² General Services Administration

³ National Interagency Fire Center

⁴ Valley Regional Transit will be replacing five old CNG buses with new CNG buses every two years. The total number of CNG buses will remain the same.

⁵ Total E85 vehicles in this table (forecasted new purchases) and Table 2 (forecasted totals) will not match. This is due to 75% of the state of Idaho's new vehicle purchases being AFVs to comply with EPAct. By 2008, these new AFVs will be replacing old AFVs, the state's total number of AFVs will not increase after this year and will remain at approximately 296.

Action Step No. 2: Continue to purchase AFVs.

Description: The following organizations will continue to purchase AFVs and/or evaluate opportunities to purchase AFVs but could not forecast specific purchase amounts. Purchases will depend on vehicle availability, agency vehicle needs, and available funding.

- The City of Boise will purchase AFVs whenever practical, per a November 2004 directive from Mayor David Bieter (Appendix F).
- Boise State University will continue to follow its policy that specifies that new vehicles must be flexible fueled vehicles.
- The Ada County Highway District's Commuteride program will pursue purchasing 15 alternative fueled vans for its program when these vans become available. Currently, no eight passenger E85 vans are commercially available.
- The Ada County Highway District is assessing purchasing additional E85 or diesel (so that B20 could be used) vehicles in the future (this is in addition to the one AFV purchase forecasted for 2006 (see Table 5).

Target Dates: Continual.

Responsible Parties: City of Boise, Boise State University, Ada County Highway District Commuteride Program, Ada County Highway District.

Action Step No. 3: Continue to follow the guidelines of Executive Order 13149.

Description: The National Interagency Fire Center will continue to follow the guidelines stated in EO13149, which include replacing future fleet vehicles with AFV vehicles whenever possible, reducing overall fleet numbers to meet reduced fuel consumption goals, and increasing use of alternative fuels as locations become more convenient for employees. In 2005, the center purchased smaller, flexible fuel Chevrolet Suburbans, instead of larger gasoline-only vehicles.

Target Dates: Continual.

Responsible Party: National Interagency Fire Center.

Action Step No. 4: Establish policies for the purchase of E85 AFVs.

Description: The National Interagency Fire Center will work to establish policies for the purchase of E85 vehicles and use of E85 fuel.

Target Dates: 2005

Responsible Parties: National Interagency Fire Center

Biodiesel

Action Step No. 5: Expand use of B20 in garbage trucks in Meridian, Idaho.

Description: Sanitary Services Company plans to expand its use of B20 from its current use in 12 of 21 garbage trucks to all 21 of its garbage collection trucks over the next two years. All trucks are already diesel trucks.

Target Date: 2007.

Responsible Party: Sanitary Services Company.

Action Step No. 6: Continue to purchase biodiesel.

Description: Several stakeholders and organizations have agreed to continue to purchase biodiesel.

- The Boise Biodiesel Fuel User Consortium has secured access to a Pacific Pride card lock facility and committed to purchasing a minimum of 350 gallons per month of B20 fuel. The consortium is an informal organization of citizens that is committed to using biodiesel in their personal vehicles.
- GSA has committed to using 100 gallons of B20 per month in both 2006 and 2007.
- The City of Boise Public Works Department will continue to purchase B20 for some of its diesel vehicles.

Target Dates: Continual.

Responsible Parties: Boise Biodiesel Fuel User Consortium, GSA, City of Boise.

Action Step No. 7: Explore new fleet applications for biodiesel.

Description: Boise State University and the Boise Fire Department will test biodiesel for new fleet applications, in shuttle buses and in a fire training vehicle, respectively. In addition, the TVCCC will work through the B20 buy-down program and outreach activities to recruit new fleets to the use of biodiesel (see Goals D and E).

Target Dates: Continual.

Responsible Parties: Boise State University, City of Boise, TVCCC coordinator and steering committee.

Action Step No. 8: Establish a policy for the use of biodiesel.

Description: The National Interagency Fire Center and City of Boise will work to establish policies that encourage biodiesel use.

Target Dates: Continual

Responsible Parties: National Interagency Fire Center, City of Boise.

Hybrid Vehicles

Action Step No. 9: Purchase hybrid vehicles.

Description: Several organizations and stakeholders will purchase hybrid vehicles pending availability and funding.

- Under the Governor's Executive Order 2003-14, *Air Quality in the Treasure Valley*, the state purchasing division was directed and has completed state purchasing agreements for hybrid vehicles, and agencies are encouraged to purchase fuel-efficient vehicles. Hybrid availability in the Treasure Valley is scarce due to the popularity of the vehicles. It is anticipated that purchases will increase as vehicles become available.
- The U.S. Environmental Protection Agency – Idaho Operations Office will work to purchase hybrid vehicles for use in the Treasure Valley.
- The Ada County Highway District plans to purchase one hybrid vehicle in 2006.
- The National Interagency Fire Center plans to purchase one hybrid vehicle for use in the Treasure Valley by 2008.

Target Dates: On-going.

Responsible Parties: State of Idaho, U.S. Environmental Protection Agency – Idaho Operations Office, Ada County Highway District, National Interagency Fire Center.

Vehicles With High Fuel Economy

Action Step No. 10: Purchase vehicles with high fuel economy.

Description: Under the Governor's Executive Order 2003-14, *Air Quality in the Treasure Valley*, the state purchasing division was directed and has completed state purchasing agreements for low emissions/high fuel economy vehicles. In addition, while state agencies are generally required to purchase the least expensive option, the Idaho state purchasing policy allows fuel economy to offset price, which allows state agencies to purchase vehicles with high fuel economy, even if they are not the least expensive vehicle available.

Target Dates: Continual.

Responsible Party: State of Idaho.

Action Step No. 11: Promote the use of vehicles with high fuel economy.

Description: The TVCCC will promote the use of vehicles that receive high gas mileage, especially in instances when AFVs and hybrid vehicles are not feasible options. As AFVs and hybrids are promoted (see other goals), vehicles with high fuel economy will be touted as alternatives when AFVs are not available.

Target Dates: Continual.

Responsible Parties: TVCCC coordinator and stakeholders.

Anti-Idling

Action Step No. 12: Retrofit Idaho school buses with emissions control devices.

Description: DEQ has applied for grant funding from the Congestion Mitigation and Air Quality Improvement Program (Idaho Transportation Department) to retrofit Idaho school buses with emissions control devices. Preheating devices reduce idling time by prewarming the bus cabin and engine, eliminating the need to run the bus engine to do these tasks. There are over 2,000 school buses statewide, with at least 640 operating in the Treasure Valley.

Target Dates: 2005 and beyond.

Responsible Party: DEQ,

Action Step No. 13: Continue to implement Clean Air Zone Idaho program to reduce idling at schools.

Description: DEQ will continue to implement *Clean Air Zone Idaho*, a statewide program aimed at reducing children's exposure to school bus diesel exhaust by discouraging idling of buses and other vehicles and encouraging use of alternative fuels in school buses. DEQ assists Idaho schools in accessing federal funding and achieving national program goals and provides schools with a comprehensive toolkit to reduce the impacts of vehicle emissions outside their schools.

Target Dates: 2005 and beyond.

Responsible Parties: DEQ

Other

Action Step No. 14: Expand use of alternative methods of transportation.

Description: The U.S. Environmental Protection Agency-Idaho Operations Office will work to expand its use of alternative methods of transportation in the Treasure Valley. The office is implementing a telecommuting policy to reduce vehicle miles traveled during air quality pollution episodes and encourages employees to use alternative transportation (50% of employees currently bike to work).

Target Dates: Ongoing.

Responsible Party: U.S. Environmental Protection Agency.

Goal B: Increase Number of Alternative Refueling Stations

Increase the number of alternative refueling/recharging stations to support the growth of AFVs in the Treasure Valley.

The TVCCC will work with the Idaho Energy Division, local fuel suppliers, and local fueling stations to expand the alternative fueling options for E85 and B20. The TVCCC will promote development of public pumps in priority areas (Boise airport area accessible from I-84 corridor, Nampa, and Caldwell) that maximize coverage and accessibility.

E85

Action Step No. 1: Install an additional public E85 fueling station in the Boise area.

Description: Fearless Farris Service Stations, Inc. "Stinker Stations" plans to install an additional public E85 pump in the Treasure Valley. Stinker Stations currently operates the only public E85 pump in the area.

Target Date: 2006.

Responsible Parties: Fearless Farris Service Stations, Inc. "Stinker Stations" with help from TVCCC coordinator and stakeholders.

Action Step No. 2: Establish additional public E85 fueling station(s) in the Treasure Valley.

Description: The TVCCC will work with local fuel suppliers and gas station owners to establish additional public E85 pumps in the Treasure Valley. Priority locations include the I-84 corridor near the Boise Airport, Nampa, and Caldwell.

Target Date: 2007.

Responsible Parties: TVCCC coordinator and stakeholders.

Action Step No. 3: Install a new E85 card lock pump near the Boise airport.

Description: Baird Oil plans to install a new E85 card lock pump near the Boise airport to be used by government fleets, such as the Bureau of Land Management and the National Interagency Fire Center.

Target Date: 2006

Responsible Party: Baird Oil.

Action Step No. 4: Increase capacity of current public E85 pump.

Description: Fearless Farris Service Stations, Inc. "Stinker Stations" plans to increase the capacity of its current public E85 pump from 4,700 gallons to 10,000 gallons.

Target Dates: 2006-2007.

Responsible Party: Fearless Farris Service Stations, Inc. "Stinker Stations."

Action Step No. 5: Increase E85 production capacity in Idaho.

Description: The Idaho Energy Division will continue to work with many groups and individuals in virtually every area of the state to investigate the construction of ethanol and biodiesel production facilities. Recently, Iogen Corp. of Ottawa, Canada, announced that Idaho is on the short list for construction of a \$320 million biorefining facility (straw to ethanol plant) in southeastern Idaho. The plant would use 800,000 tons of straw to produce 60 million gallons of ethanol per year and other co-products.

Target Dates: Continual.

Responsible Party: Idaho Energy Division.

Biodiesel

Action Step No. 6: Open a public B20 fueling site in Boise.

Description: Fearless Farris Service Stations, Inc. "Stinker Stations" intends to open a public B20 fueling site in Boise at the same location as the current E85 pump (2323 S. Main), providing Stinker Stations can obtain competitively priced B20 fuel. The pump will be available to private and fleet vehicles.

Target Dates: 2005.

Responsible Parties: Fearless Farris Service Stations, Inc. "Stinker Stations" with help from TVCCC coordinator, and steering committee.

Action Step No. 7: Establish two additional public B20 fueling stations in the Treasure Valley.

Description: The TVCCC is working with local fuel suppliers and gas station owners to establish two additional public B20 pumps in the Treasure Valley. Priority locations include the I-84 corridor near the Boise Airport, Nampa, and Caldwell.

Target Dates: 2007 and 2008.

Responsible Parties: TVCCC coordinator, steering committee, and local fuel suppliers and gas station owners.

Action Step No. 8: Add another B20 card lock fueling station in Boise.

Description: Baird Oil is considering adding a second B20 fueling station in Boise (card lock), if it can find additional fleets that will commit to using it.

Target Dates: Undetermined.

Responsible Parties: Baird Oil.

Action Step No. 9: Install two new, private B20 tanks.

Description: The Idaho Transportation Department (ITD) has just opened a new 4,000 gallon B20 pump in Hailey Idaho, an area about 150 miles northeast of Boise. ITD will install a new 3,000 B20 tank in Caldwell, serving the western part of the Treasure Valley (scheduled opening June 30, 2005). These tanks will be for use by ITD vehicles.

Target Date: 2005.

Responsible Party: Idaho Transportation Department.

Action Step No. 10: Increase the size of a private B20 tank.

Description: Sanitary Services Company plans to more than double the size of its B20 tank (500 gallon tank to 10,000 gallon tank) for use by its garbage trucks to accommodate a planned increased usage from 12 to 21 trucks.

Target Dates: 2006.

Responsible Party: Sanitary Services Company.

Action Step No. 11: Explore adding new private B20 pumps.

Description: The City of Boise will explore adding new B20 pumps for city vehicles if the use of B20 by city vehicles increases.

Target Dates: Continual.

Responsible Party: City of Boise.

Action Step No. 12: Conduct a biodiesel fuel quality study.

Description: Idaho Energy Division has contracted a study through the University of Idaho on fuel quality monitoring to explore quality and sourcing issues associated with biodiesel.

Target Dates: 2005-2007

Responsible Parties: Idaho Energy Division, University of Idaho.

Action Step No. 13: Publish the results of Treasure Valley Biodiesel Feasibility Study.

Description: In 2004, the Idaho Energy Division commissioned the Treasure Valley Biodiesel Feasibility Study to identify local source materials, potential facility sites, uses for bioproducts, and economic and environmental barriers. The results of this study will be published in fall 2005.

Target Date: Fall 2005.

Responsible Party: Idaho Energy Division

Action Step No. 14: Conduct biodiesel demonstration project.

Description: The College of Applied Technology and the Center for Transportation Technology at Boise State University are working on a biodiesel demonstration project including building a car to run on vegetable oil and biodiesel. The students in the program are making biodiesel and investigating properties of biodiesel. The project entails participation by students in many programs including Diesel Mechanics, Automotive Technology, Auto Body, Welding, and Semiconductor Technology.

Target Dates: Continual.

Responsible Party: Boise State University.

Other

Action Step No. 15: Continue to blend retail gasoline with 10% ethanol.

Description: Fearless Farris Service Stations, Inc. “Stinker Stations” will continue to blend 100% of its retail gasoline with 10% ethanol.

Target Dates: Continual.

Responsible Party: Fearless Farris Service Stations, Inc. “Stinker Stations.”

Action Step No. 16: Expand ethanol storage and blending facilities in Idaho.

Description: Fearless Farris Service Stations, Inc. “Stinker Stations” will expand its ethanol storage and blending facilities in Idaho to increase the availability of ethanol to other retailers.

Target Date: 2005.

Responsible Party: Fearless Farris Service Stations, Inc. “Stinker Stations.”

Action Step No. 17: Monitor CNG availability and integrate it into the Treasure Valley.

Description: TVCCC will monitor CNG availability and use and integrate it into program activities as appropriate.

Target Dates: 2006-2010.

Responsible Party: TVCCC coordinator.

Action Step No. 18: Pursue opportunities for alternative fuels.

Description: COMPASS will pursue opportunities to further the use and availability of alternative fuels in the Treasure Valley.

Target Dates: Continual.

Responsible Party: COMPASS.

Goal C: Recruit New Stakeholders

As of June 2005, 21 stakeholders representing both the public and private sectors have signed MOUs to officially join the TVCCC (Appendix A). The coalition will work to recruit and educate new stakeholders about the benefits of alternative fuels and alternative fueling options in the region.

Action Step No 1: Assist current interested parties in becoming stakeholders.

Description: The TVCCC will assist current interested parties (Appendix D) in becoming stakeholders, as needed. Valley Regional Transit (currently listed as an “interested party”) is actively pursuing stakeholder status through its current organizational structure. The TVCCC will work with this and other interested parties to assist in this process as needed.

Target Dates: Continual.

Responsible Parties: Interested parties with assistance from coordinator and steering committee.

Action Step No. 2: Recruit three new stakeholders per year.

Description: The TVCCC will recruit three new stakeholders per year (not including those mentioned in Action Step No. 1). During the first five years, recruitment will focus on service stations, fuel distributors, organizations with large fleets such as shipping companies (e.g., U.S. Postal Service, UPS), and nonparticipating city governments within the Treasure Valley. Other potential partners include taxi companies, hotel shuttle services, windshield repair companies, auto dealerships, and other public and private fleets identified by the TVCCC coordinator and

steering committee. The coordinator and steering committee members will lead this effort by working one-on-one with key individuals within targeted organizations and sectors.

Target Dates: 2006-2010.

Responsible Parties: TVCCC coordinator, with help from steering committee and stakeholders.

Action Step No 3: Identify and educate other potential new stakeholders.

Description: The TVCCC will identify and educate potential new stakeholders through local events that promote biofuels, such as the annual Alternative Energy Festival and biofuels conferences held in the Treasure Valley. The results of Idaho Energy Division alternative fuel feasibility studies will also be used to identify potential new stakeholders.

Target Dates: Continual.

Responsible Parties: TVCCC coordinator and steering committee.

Goal D: Promote Incentives to Increase the Use of Alternative Fuel

The TVCCC will promote and encourage incentives to increase the use of alternative fuel and to build upon the success of existing incentives.

Action Step No. 1: Continue to fund the B20 buy-down program.

Description: The Idaho Energy Division has earmarked \$15,000 in funding to continue the B20 buy-down program.

Target Dates: 2005-2006.

Responsible Parties: Idaho Energy Division, assistance with outreach by TVCCC stakeholders.

Action Step No. 2: Expand buy-down program to include E85 fuel.

Description: The coordinator will work with area partners to expand the alternative fuel buy-down program to E85 fuel. After designation, the TVCCC coordinator will work with coalition members to identify potential funding sources and apply for grants to fund this expansion.

Target Dates: Continual.

Responsible Parties: TVCCC coordinator, with assistance from TVCCC stakeholders.

Action Step No. 3: Promote public E85 and future B20 pumps through price reductions.

Description: Fearless Farris Service Stations, Inc. “Stinker Stations” will sponsor promotions of its E85 pump and future B20 pump (will obtain when can find a competitively priced source for the fuel), similar to a promotion it sponsored in 2005, where for two months, the cost of E85 was lowered to \$1.85 on “Green Tuesdays” and special promotions occurred at the station at that time, such as live radio broadcasts, displays of E85 vehicles, and free food and drinks.

Target Dates: Ongoing.

Responsible Party: Fearless Farris Service Stations, Inc. “Stinker Stations”

Action Step No. 4: Encourage federal leasing of AFVs.

GSA will continue to provide customers with several different payment options to allow greater leasing choices when leasing AFVs from GSA, since AFVs traditionally cost more than their conventionally fueled counterparts. In addition, GSA will continuously update its customers on the types of AFVs available for lease from the GSA fleet and the location of fueling stations.

Target Dates: Ongoing.

Responsible Party: GSA.

Goal E: Communicate Clean Cities Message to the Public

Coalition stakeholders have been working jointly and independently to educate the public about AFVs and AFV fuels in the Treasure Valley including implementing a dealership outreach campaign, developing E85 PSAs, and participating in the annual Alternative Energy Festival. The TVCCC will develop a comprehensive education and outreach plan and will continue to develop and implement outreach and education campaigns to promote alternative fuels and AFVs.

Action Step No. 1: Develop a comprehensive education and outreach plan.

Description: The TVCCC coordinator will form a working group to develop a comprehensive coalition education and outreach plan. In order to leverage resources and maximize outreach efforts, this plan will support and compliment outreach efforts by the Idaho Energy Division and *Treasure the Valley's Air* program.

Target Dates: 2005-2006.

Responsible Parties: TVCCC coordinator with help from steering committee and other stakeholders.

Action Step No. 2: Continue current efforts to educate auto dealers about AFVs.

Description: The TVCCC Dealership Outreach Working Group will continue educating auto dealers about AFV availability and features to encourage the sale of AFVs to the general public.

Target Dates: Continual. Initial contacts already made.

Responsible Party: TVCCC Dealership Outreach Working Group.

Action Step No. 3: Launch a TVCCC Web site.

Description: The TVCCC will launch a Web site to provide information on the TVCCC, AFVs, alternative fuels, locations of pumps, TVCCC projects and members, and the DOE Clean Cities program in general. The purpose of the Web site is to increase public awareness of AFVs and alternative fuels, assist the public in determining if their vehicles can use alternative fuels, assist the public in finding locations where alternative fuels are available for purchase, assist the public in making decisions regarding the purchase of AFVs, promote specials or events related to alternative fuels and AFVs, and promote TVCCC activities and stakeholders. Currently, two Web sites (www.idahobiofuel.org and air.idaho.gov) are hosted by TVCCC stakeholders to provide information on alternative fuels in Idaho.

Target Dates: 2006.

Responsible Party: TVCCC coordinator.

Action Step No. 4: Continue to support special promotions of E85 and B20.

Description: The TVCCC and stakeholders will solicit funding and other support for special and on-going promotion of using E85 and B20. Special promotions may include activities such as the “Green Tuesdays” E85 promotion, pump openings, booths at special events such as county fairs and Earth Day celebrations, and workshops.

Target Dates: Continual.

Responsible Parties: TVCCC coordinator, steering committee members, and private fuel suppliers.

Action Step No. 5: Develop public service announcements.

Description: Special emphasis will be placed on identifying funding for, and developing, new PSAs in support of Clean Cities and alternative fuels. PSAs will target the general public, with the expected outcome of increased awareness of alternative fuels and AFVs and an eventual goal of increasing the purchase of AFVs and alternative fuels.

Target Dates: Continual. TVCCC will apply for applicable Clean Cities and other applicable grants during first funding cycle after designation.

Responsible Parties: TVCCC coordinator with help from steering committee and other stakeholders.

Action Step No. 6: Host and participate in the annual Alternative Energy Festival.

Description: The Discovery Center of Idaho will continue to host this festival. The TVCCC coordinator will participate in festival planning activities and in the event, hosting booths and coordinating stakeholder participation. The 2005 festival is scheduled for September 16-18. Among other energy sources, both E85 and B20 will be highlighted at the 2005 festival.

Target Dates: The annual festival occurs in late summer/early fall. The festival is open to the public and should increase public awareness of alternative fuels and new technologies. The 2004 festival drew over 1,100 participants.

Responsible Parties: Discovery Center of Idaho, with assistance from the TVCCC coordinator, steering committee, and many other stakeholders.

Action Step No. 7: Educate Idaho Farm Bureau members.

Description: The Idaho Farm Bureau will educate its 62,000 member families, and the public at large, about the benefits of renewable fuels through news releases, guest editorials, news stories, and feature articles in both our in-house publications and media outlets throughout the state.

Target Dates: Continual.

Responsible Party: Idaho Farm Bureau.

Action Step No. 8: Promote AFV use and provide educational materials through the Idaho Rural Partnership.

Description: The Idaho Rural Partnership will help with AFV promotion and educational activities through its Web site (<http://irp.idaho.gov>) and newsletter and through direct contacts with its members and board of directors.

Target Dates: Continual.

Responsible Party: Idaho Rural Partnership.

Action Step No. 9: Tag advertising with alternative fuel messages.

Description: Fearless Farris Service Stations, Inc. “Stinker Stations” will tag its advertising with messages that advocate the use of alternative fuels. The TVCCC will approach other stakeholders to replicate this effort in their advertising.

Target Dates: Continual.

Responsible Parties: Fearless Farris Service Stations, Inc. “Stinker Stations” and TVCCC coordinator.

Action Step No. 10: Continue to manage the Clean Air Zone Idaho program.

Description: DEQ will continue to manage the *Clean Air Zone Idaho* program. *Clean Air Zone Idaho* encourages the use of cleaner fuels (e.g., B20) in school buses and helps Idaho schools find funding to retrofit old buses to use cleaner burning technologies. Clean Air Zone Idaho program staff will continue to provide outreach to schools on the benefits of alternative fuels and idle reduction technologies.

Target Dates: Continual. Program was launched in fall 2004.

Responsible Party: DEQ.

Action Step No. 11: Continue to manage the Treasure the Valley’s Air program.

Description: Continue to manage the *Treasure the Valley’s Air* program. *Treasure the Valley’s Air* brings together local partners who implement community-based projects to promote clean air in the Treasure Valley. Projects planned for state fiscal year 2006 (July 2005 – June 2006) include implementing a lawnmower buy-back program; developing PSAs; helping to establish and promote a biodiesel pump in the Treasure Valley; and sponsoring, helping organize, and participating in the 2005 Alternative Energy Festival.

Target Dates: July 2005 - June 2006 (for specific projects listed above); other projects continuous.

Responsible Party: DEQ.

Action Step No. 12: Host a Biodiesel Utilization Workshop for School Bus Fleets.

Description: The University of Idaho, in partnership with the Biodiesel Fuel Education Program (part of the United States Department of Agriculture) will host a workshop on using biodiesel in school bus fleets in September 2005, in Boise. There are 640 school buses in the Treasure Valley.

Target Date: September 2005.

Responsible Party: University of Idaho.

Action Step No. 13: Respond to requests for information.

Description: The TVCCC will respond to requests for information as they arise. This may include giving presentations, creating new publications, etc.

Target Date: Continual.

Responsible Party: TVCCC coordinator, steering committee, and stakeholders, as appropriate.

Goal F: Raise Funds to Become Self-Sustaining Within Five Years

The TVCCC will use a combination of sponsorships, grant funding, and in-kind match to staff the coordinator position and program activities and will be self-sustaining within five years of designation. Currently, the TVCCC operates without its own funding. The coordinator position

is shared between staff from DEQ and the City of Boise. These two agencies, as well as the Idaho Energy Division, COMPASS, and other stakeholders, provide in-kind services. Clean Cities-related projects are funded through existing funds (mainly grants obtained by the Idaho Energy Division, COMPASS, and DEQ) and project-specific donations.

Over the past three years, over \$500,000 has been raised to promote Clean Cities-related projects and programs, advancing alternative fuels in the Treasure Valley.

This type of support to Clean Cities-related projects and programs, especially before the Treasure Valley has even become a designated Clean Cities Coalition, shows the level of commitment Clean Cities stakeholders and others have to Clean Cities ideals in the Treasure Valley. The level of local financial support has grown yearly. This trend of increased funding and support should continue and even increase once the coalition becomes a designated Clean Cities coalition.

Action Step No. 1: Design fundraising structure.

Description: The TVCCC will design a fundraising structure to solicit, collect, and manage coalition sponsorships, with an annual goal of \$20,000 per year. This structure will depend on where the coalition is ultimately housed (see page 41).

Target Dates: Begin immediately upon designation to facilitate the ultimate transition to a self-sustaining coalition.

Responsible Party: TVCCC coordinator.

Action Step No. 2: Apply for Clean Cities start-up funds.

Description: Upon designation, apply for Clean Cities start-up funds (grants) to support the transition to self-sustaining Clean Cities coordinator and to initiate program activities.

Target Dates: First funding cycle after designation.

Responsible Parties: TVCCC coordinator, with assistance from the steering committee.

Action Step No. 3: Apply for additional grant monies.

Description: The TVCCC will apply for other grant monies, pending availability. Potential grant monies may come from the Idaho Department of Water Resources, Energy Division; U.S. Environmental Protection Agency; U.S. Department of Energy; and U.S. Department of Transportation. Funds will be used to support project activities and the coordinator position.

Target Dates: Continual.

Responsible Parties: TVCCC coordinator, with assistance from other stakeholders.

Action Step No. 4: Continue to solicit and receive project-specific funding from stakeholders and other local organizations for Clean Cities projects and related programs.

Description: The TVCCC coordinator and steering committee will continue to solicit project-funding for Clean Cities and related programs and projects, such as alternative fuel buy-down, alternative fuel education and outreach, and the Treasure Valley Alternative Energy Festival. The TVCCC intends to continue the upward trend of financial support through soliciting additional supporters and showing the success of past projects. Project supporters will be highlighted at each project they support.

Target Dates: Continual.

Responsible Parties: TVCCC coordinator and steering committee.

Action Step No. 5: Secure monetary support for a TVCCC coordinator.

Description: Secure additional funding and an organization to host the TVCCC coordinator. The COMPASS board of directors is considering a request by the TVCCC to fund a coordinator position within its agency.

Target Date: 2005.

Responsible Party: COMPASS.

Action Step No. 6: Continue to receive support from current supporters.

Description: Continue to receive funding and staff support from current co-coordinators and other agencies. Until a coordinator is hired, DEQ and the City of Boise will each continue to provide staff support totaling approximately \$10,000 per year in person-hours. COMPASS has also provided staff support totaling about \$5,000 in 2005. Moreover, a request for an additional \$5,000 per year, beginning in city fiscal year 2006, has been submitted to the City of Boise.

Target Dates: Continual. Budget request begins city fiscal year 2006.

Responsible Parties: City of Boise and DEQ.

Goal G: Educate Policy Makers

Educate policy makers about the benefits of AFVs, idle reduction technologies, hybrids, blends, fuel economy, and the Clean Cities program.

The TVCCC stakeholders have strong working relationships with local and state policy makers. For example, the Treasure Valley's E85 pump opening was launched by Governor Dirk Kempthorne and the mayors from Boise and Nampa. Other representatives included the director of DEQ, local city council representatives, and representatives from the U.S. congressional delegation. Governor Kempthorne and Boise Mayor David Bieter have endorsed the use of alternative fuels, directing their agencies to purchase these vehicles and fuels whenever possible. The governor himself drives an E85, flexible-fueled SUV.

To further this effort, COMPASS passed Resolution No. 13-2005 in May 2005, *For the Purpose of Promoting and Encouraging Alternative Fuel Use in Southwest Idaho*, which formally requests the Idaho congressional delegation to support legislation that will promote the use and ability of alternative fuels in southwest Idaho (Appendix F).

Action Step No. 1: Track legislation and provide comment and testimony.

Description: The coordinator will track legislation affecting alternative fuel use and infrastructure, idle reduction technologies, hybrids, blends, and fuel economy, and provide written comment or testimony as applicable. As appropriate, the coordinator may also work with the Idaho Legislature and other interested parties to sponsor legislation that promotes the use of alternative fuels and will participate in rulemaking, as appropriate, when Idaho state agencies draft new or revised rules.

Target Dates: Continual. (The Idaho Legislative session runs annually from January to March.)

Responsible Party: TVCCC coordinator.

Action Step No. 2: Be available to policy makers to discuss alternative fuels.

Description: The TVCCC coordinator and stakeholders will be available to local policy makers to discuss Clean Cities and the benefits of alternative fuels and similar technologies and to provide technical guidance upon request.

Target Dates: Continual.

Responsible Parties: TVCCC coordinator with help from stakeholders.

Action Step No. 3: Report annually on TVCCC achievements.

Description: The TVCCC coordinator will report annually on TVCCC achievements to local policy makers (Idaho's governor, local mayors, local state and federal congressional members, etc.) by supplying copies of its annual Clean Cities report to DOE.

Target Dates: Annual reports; other updates as warranted.

Responsible Party: TVCCC coordinator.

Action Step No. 4: Publish newsletter for stakeholders and policy makers.

Description: The TVCCC coordinator will publish a newsletter on TVCCC activities, which will be sent to all stakeholders and local policy makers. The newsletter will be published a minimum of twice per year and will highlight successes, outline current and upcoming projects, welcome new members, provide information on grant awards and opportunities, and showcase current stakeholders accomplishments.

Target Dates: Twice per year.

Responsible Parties: TVCCC coordinator with assistance from the Outreach Working Group.

Action Step No. 5: Engage local officials in Clean Cities activities and events.

Description: The TVCCC coordinator will engage local officials in all major Clean Cities activities such as new fueling station openings.

Target Dates: As warranted.

Responsible Party: TVCCC coordinator and steering committee.

Action Step No. 6: Educate policy makers and the public through the Idaho Rural Partnership connections.

Description: The Idaho Rural Partnership will educate policy makers and the public through its Web site (<http://irp.idaho.gov>) and newsletter and through direct contacts with members and its board of directors, which includes leaders in Idaho commerce, industry, and government.

Target Dates: Continual.

Responsible Party: Idaho Rural Partnership.

Action Step No. 7: Work with the Idaho Legislature, state agencies, and other government officials through Idaho Farm Bureau connections.

Description: The Idaho Farm Bureau will continue to work with the Idaho Legislature, state agencies, and other levels of government to implement policies, rules, and legislation that will promote and encourage the use of renewable fuels. The Idaho Farm Bureau will also continue to work with interested parties to promote and provide infrastructure so renewable fuels are more widely available.

Target Dates: Continual.

Responsible Party: Idaho Farm Bureau.

Monitoring Program

TVCCC progress on goals and objectives will be monitored by the TVCCC coordinator with assistance from the TVCCC steering committee and will be reported annually to DOE per the Clean Cities program requirements. Progress reports will be submitted using DOE on-line reporting process. Annual report information will be made available to all TVCCC stakeholders and local policy makers.

Reports will be submitted annually each fall starting one full year after designation. This timing allows TVCCC to coordinate reporting efforts with EPA's reporting timelines.

Data and progress on program goals will be tracked using annual stakeholder surveys and project updates during stakeholder meetings. Information tracked will include:

- Progress toward fulfilling goals and specific action items
- Number/type of stakeholders
- Number of AFVs in use
- Number of new AFV purchases
- Number and type of AFV fueling locations, including pump location, accessibility, capacity, and throughput
- Data summarizing the results of outreach activities, such as workshops, the Alternative Energy Festival, and special promotions
- New technologies being researched or available in the Treasure Valley

This TVCCC program plan will be updated every five years, or more frequently as action steps are completed and new action items are added.

Organizational Structure

Currently, the TVCCC consists of two co-coordinators (representing the City of Boise and DEQ), a steering committee, working groups, stakeholders, and other interested parties (see sections, below). The co-coordinators chair the steering committee and lead coalition efforts. Steering committee members share responsibilities for coalition projects and programs. Working groups form to support specific subjects and projects. Upon designation, the TVCCC will join National Clean Cities, Inc. and will become a nonprofit, 501(c)(3) organization, either through membership in National Clean Cities, Inc. or through the organization where it resides.

TVCCC Coordinator

Staff from DEQ and the City of Boise will continue to fulfill the coordinator roles until designation as a Clean Cities and during the transition to a permanent coordinator. Upon designation, the coalition will seek to establish a permanent coordinator. The steering committee will continue to work closely with the new coordinator and will shoulder some duties, as appropriate.

A request has been submitted to COMPASS to provide additional resources to coordinate the coalition. The request is currently being considered by the COMPASS board of directors. If this request is granted, the coalition may be able to use the COMPASS infrastructure for accounting and other needs. The result of that request is pending.

The TVCCC coordinator will provide support for the TVCCC. The coordinator, with assistance from the steering committee and stakeholders, will work to accomplish the following:

- Assist stakeholders with their commitments to ensure TVCCC will meet its program goals as stated in this program plan.
- Develop an education and outreach plan, and materials as specified in that plan, to educate policy makers and the public about AFVs and alternative fuels.
- Conduct outreach activities in support of the Clean Cities program. Examples include launching a Web site, participating in events such as the Alternative Energy Festival, coordinating fueling station openings, developing PSAs, and generating publicity.
- Track legislation, comment and testify on legislation as appropriate, and work with local, state, and national policy makers to advance the use of AFVs and alternative fuels.
- Serve as the Clean Cities liaison between the TVCCC program and other state and national alternative fuels programs (such as the Idaho Energy Division).
- Coordinate with the Yellowstone/Teton Clean Cities Coalition and other regional coalitions to advance common goals.
- Represent TVCCC at Clean Cities and alternative fuels conferences.
- Pursue Clean Cities and other grant and funding opportunities, including soliciting project ideas, writing grants, and tracking awards.
- Identify, educate, and recruit new TVCCC stakeholders.
- Track progress on Clean Cities activities.
- Submit annual report to U.S. DOE Clean Cities Program.
- Coordinate and facilitate TVCCC stakeholder meetings (approximately six per year). The coordinator will be assisted in this role by the TVCCC steering committee which will help decide meeting topics, develop agendas, and identify speakers.
- Coordinate and facilitate TVCCC steering committee meetings (approximately six per year.)
- Fulfill responsibilities assigned to the coordinator in the program plan goals and action items.
- Conduct other duties as assigned by TVCCC steering committee.

TVCCC Steering Committee

The TVCCC 10-member steering committee is made up of representatives of nine stakeholder organizations. The steering committee will at all times contain members representing at least five, but no more than ten stakeholder organizations. The steering committee has regular meetings six times per year; additional meetings are held as necessary. All meetings are open to all stakeholders, interested parties, and the public. Tasks of steering committee members include:

- Provide guidance to the TVCCC coordinator on TVCCC goals and objectives, funding proposals, and TVCCC projects, policies, and positions.
- Identify, educate, and recruit new stakeholders.
- Promote the TVCCC, Clean Cities in general, and alternative fuel use to the public, potential stakeholders, and policy makers.

- Organize working groups on issue-specific topics to assist the TVCCC coordinator and coalition in achieving coalition goals. Each working group will be chaired by a steering committee member.
- Assist coordinator, as appropriate.

TVCCC Stakeholders

The TVCCC stakeholders are organizations, businesses, and agencies with an interest in alternative fuels and have asserted their dedication to the TVCCC by signing stakeholder MOUs (Appendix C). Stakeholder meetings are held six times per year and are open to all stakeholders, interested parties, and the public.

Stakeholders have made specific commitments to increase the purchase and use of AFVs and alternative fuels and to promote alternative fuels in the Treasure Valley and beyond.

TVCCC Working Groups

The TVCCC forms working groups as needed to advance specific program goals and objectives. To date, working groups have formed on the following subjects and meet as needed to achieve specific goals.

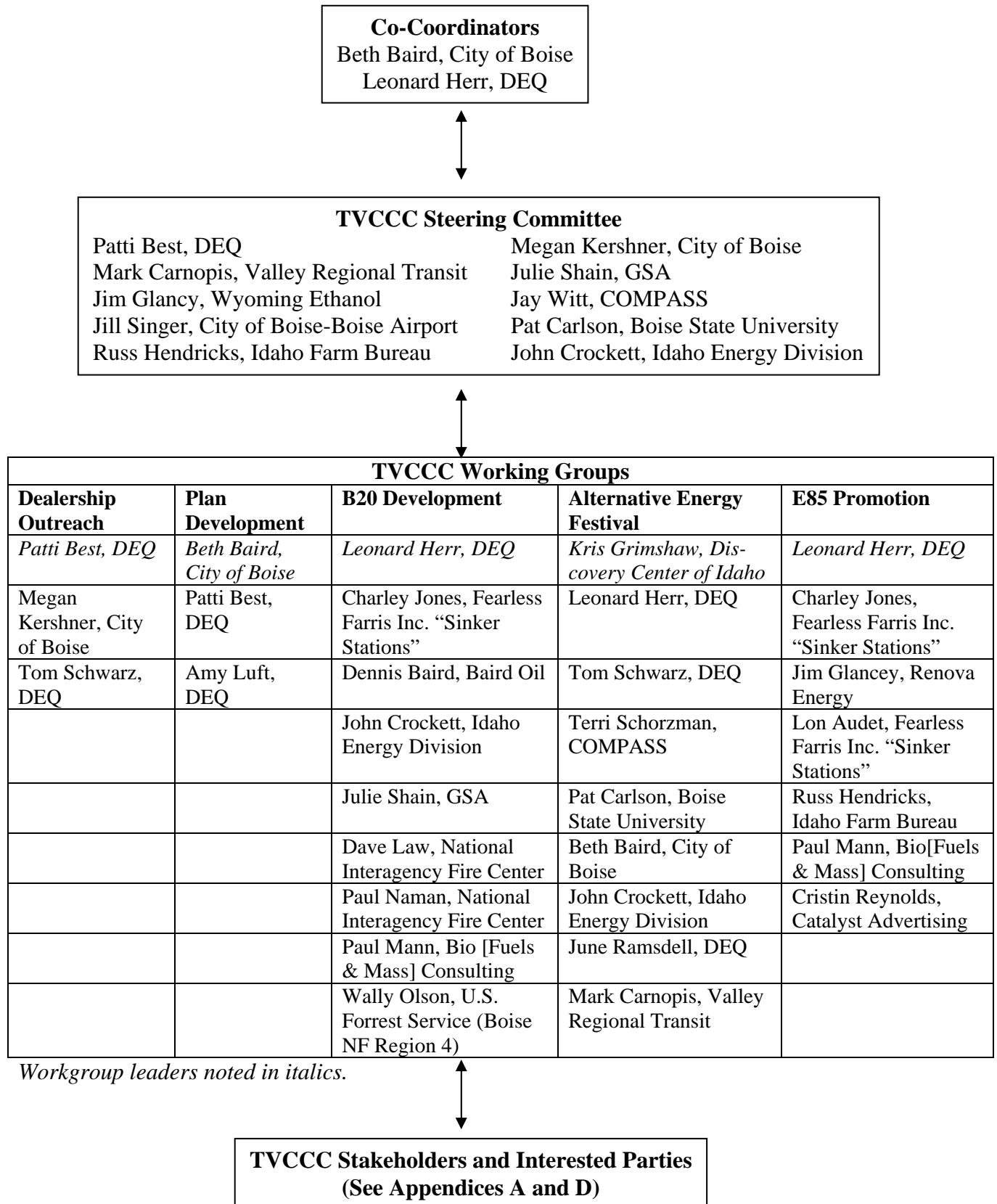
- **Dealership Outreach:** In Fall 2004, TVCCC members formed the Dealership Outreach Working Group and plan. Outreach efforts were conducted by working group members and results were reported to stakeholders at stakeholder meetings.
- **E85 Promotion:** The E85 Working Group has developed E85 promotional activities such as organizing grand opening events at Boise's public E85 pump and 2005's "Green Tuesdays" events (see page 10).
- **Biodiesel Public Pump Establishment:** TVCCC members have formed the B20 Working Group to assist in establishing a public B20 pump in Boise. This group continues to research and promote the issue and work toward opening a public pump.
- **Plan Development:** TVCCC steering committee and other members have formed a working group to develop this TVCCC program plan with input from stakeholders and interested parties.
- **Alternative Energy Festival:** Several TVCCC members are part of the Alternative Energy Festival organizing committee, helping to shape the 2005 festival.

Future working groups will be established as needed to advance TVCCC projects and goals. Anticipated working groups include outreach and stakeholder recruitment.

TVCCC Interested Parties

"Interested parties" are individuals and organizations that have an interest in and generally support the TVCCC and its goals, but have not signed an MOU to become an official stakeholder. Many interested parties will likely become stakeholders in the future. Interested parties are welcome at all steering committee and stakeholder meetings and are invited to participate in all TVCCC projects and programs.

TVCCC Organizational Chart



Appendix A. Stakeholder List and Contact Information

Official Stakeholder/MOU Signatory List

Organization	Name and Title	Address	Telephone, Fax, and E-mail	Category and Fleet
Ada County Highway District	John S. Franden, President Board of Commissioners	3775 Adams Street Garden City, ID 83714	T: (208) 387-6320 F: (208) 387-6397 E-mail: jfranden@achd.ada.id.us	Government: County Fleet: Yes
Baird Oil	Dennis Baird, President	PO Box 1658 Boise, ID 83706	T: (208) 375-7767 F: (208) 375-7855 E-mail: dbaird@mindspring.com	Fuel Supplier Fleet: Yes
BFI /Allied Waste	Ana Masterson, Recycling/Community Relations Manager	11101 W. Executive Drive Boise, ID 83713	T: (208) 345-1265 F: (208) E-mail: anamasterson@awin.com	Other: Waste Management Service Fleet: Yes
Bio[Fuels & Mass] Consulting	Paul Mann, Owner	407 E. Spruce St. Caldwell, ID 83605	T: (208) 989-9785 F: (208) E-mail: ptmann@mindspring.com	Other: Consultant Fleet: No
Boise State University	Stacy Pearson, Vice President for Finance and Administration	1910 University Dr Boise, ID 83725	T: (208) 426-1200 F: (208) 426-3826 E-mail: spearson@boisestate.edu	University/Vo-Tech Fleet: Yes
City of Boise	David Bieter, Mayor	150 N Capitol Blvd Boise, ID 83702	T: (208) 384-4422 F: (208) 384-4420 E-mail: dbieter@cityofboise.org	Government: City Fleet: Yes
City of Eagle	Nancy Merrill, Mayor	310 E. State Street Eagle, ID 83616	T: (208) 989-6813 F: (208) E-mail: eaglecity@cityofeagle.org	Government: City Fleet: Yes
City of Nampa	Tom Dale, Mayor	411 3 rd Street South Nampa, ID 83651	T: (208) 465-2200 F: (208) E-mail: mayor@ci.nampa.id.us	Government: City Fleet: Yes
Community Planning Association of Southwest Idaho	Matthew Stoll, Executive Director	800 S. Industry Way, Suite 100 Meridian, ID 83642	T: (208) 855-2558 F: (208) 855-2559 E-mail: mstoll@compassidaho.org	Other: Regional Planning Organization Fleet: No
Department of Environmental Quality	Jon Sandoval, Chief of Staff	1410 N. Hilton Boise, ID 83706	T: (208) 373-0550 F: (208) 373-0417 E-mail: jsandova@deq.idaho.gov	Government: State Fleet: Yes
Discovery Center of Idaho	Kris Grimshaw, Marketing Advisor	131 Myrtle Boise, ID 83702	T: (208) 343-9895 F: (208) 373-0105 E-mail: kris@scidaho.org	Education Fleet: No
Fearless Farris Service Stations "Stinker Stations"	Charley Jones, President	PO Box 7627 Boise, ID 83707	T: (208) 375-0942 F: (208) 375-5715 E-mail: cjones@stinker.com	Fuel Provider Fleet: No

Organization	Name and Title	Address	Telephone, Fax, and E-mail	Category and Fleet
General Services Administration	Julie Shain, Fleet Manager	8783 W. Hackamore Dr., Suite 1 Boise, ID 83709	T: (208) 321-9150 F: (208) 321-9518 E-mail: julie.shain@gsa.gov	GSA Fleet: Yes
Idaho Energy Division, IDWR	Robert Hoppie, Administrator	PO Box 83720 Boise, ID 83720	T: (208) 287-4807 F: (208) 287-6700 E-mail: bob.hoppie@idwr.idaho.gov	Government: State Fleet: Yes
Idaho Farm Bureau	Russ Hendricks, Regional Manager, Southwest Idaho	PO Box 167 Boise, ID 83701	T: (208) 333-7082 F: (208) 342-8585 E-mail: rhendricks@idahofb.org	Association/Organization Fleet: Yes
Idaho Power Company	Matt Smith, Manager Fleet Services	PO Box 70 Boise, ID 83707	T: (208) 388-2053 F: (208) 388-2154 E-mail: msmith@idahopower.com	Utility Fleet: Yes
Idaho Rural Partnership	Dale Dixon, Executive Director	821 State Street Boise, ID 83702	T: (208) 334-3131 F: (208) 334-2505 E-mail: dale.dixon@irp.idaho.gov	Association/Organization Fleet: No
Renova Energy Inc. (Wyoming Ethanol LLC)	James Glancey, Sr. Vice-President	PO Box 8043 Boise, ID 83707	T: (208) 336-3299 F: (208) E-mail: jim.glancey@renovaenergy.com	Fuel Provider Fleet: Yes
Sanitary Services Company	Bill Gregory, Operations Manager	PO Box 626 Meridian, ID 83680	T: (208) 888-3999 F: (208) 888-5052 E-mail: bgregory@sscwaste.com	Other: Waste Management Service Fleet: Yes
University of Idaho- Department of Biological and Agricultural Engineering	Jon Van Gerpen, Department Head	Campus Box 0904 University of Idaho Moscow, ID 83844	T: (208) 885-7891 F: (208) 885-7908 E-mail: jonvg@uidaho.edu	University/Vo-Tech Fleet: Not in Treasure Valley
U.S. Environmental Protection Agency, Idaho Operations Office	James Werntz, Director	1435 N. Orchard Boise, ID 83706	T: (208) 378-5746 F: (208) E-mail: james.werntz@epa.gov	Government: Federal Fleet: Yes

Appendix B. Alternative Fuel Stations

Alternative Fuel Stations

Fuel	Type	Operator	Contact Name	Station Address/Location	E-mail/Phone
B20	Card Lock	Baird Oil	Dennis Baird	549 Partridge Place Boise, ID 83717	P: (208) 375-7767 E-mail: dbaird@mindspring.com
B20	Private	Idaho Transportation Department	Jackie Routen	D3 headquarters 8150 Chinden Blvd Boise, ID 83707	P: (208) 334-8000 E-mail: jrouten@itd.state.id.us
B20	Private	Idaho Transportation Department	Jackie Routen	Orchard Yard 5310 W. Diamond Boise, ID 83705	P: (208) 334-8000 E-mail: jrouten@itd.state.id.us
B20	Private	Idaho Transportation Department	Jackie Routen	Caldwell Yard 15460 Hwy 44 Caldwell, ID 83605 <i>(Scheduled Opening: 6/30/05)¹¹</i>	P: (208) 334-8000 E-mail: jrouten@itd.state.id.us
B20	Private	Sanitary Services Co.	Bill Gregory	2130 W. Franklin Meridian, ID 83642	P: (208) 888-3999 E-mail: bgregory@sscwaste.com
B20	Private	City of Boise	Craig Walters	2800 S. Liberty Boise, ID 83709	P: (208) 362-8128 x3004 E-mail: cwalters@cityofboise.org
CNG	Private	Intermountain Gas	Brian Defenbach	555 S. Cole Rd Boise, ID 83709	P: (208) 377-6080 E-mail: bdefen@intgas.com
CNG	Private	Valley Regional Transit	Mark Carnopis	4788 S. Orchard Boise, ID 83705	P: (208) 846-8547 E-mail: mcarnopis@valleyrid.org
E85	Public	Fearless Fairless Inc., "Stinker Stations"	Charley Jones	2323 Main St. Boise, ID 83702	P: (208) 375-0942 E-mail: cjones@stinker.com
LPG	Public	U-Haul	n/a	1121 N. Orchard Boise, ID 83706	P: (208) 377-3040 E-mail:
LPG	Public	U-Haul	n/a	8151 Chinden Blvd. Boise, ID 83714	P: (208) 375-4254 E-mail:
LPG	Public	U-Haul	n/a	2112 Caldwell Blvd Nampa, ID 83651	P: (208) 467-1102 E-mail:
LPG	Public	Suburban Propane	n/a	8550 Franklin Rd Boise, ID 83709	P: (208) 375-4254 E-mail:
LPG	Public	V-1 Propane	n/a	824 Simplot Blvd Caldwell, ID 83605	P: (208) 454-1417 E-mail:

¹¹ ITD pump scheduled to open June 30, 2005. This pump is not counted in total fueling stations identified in the narrative or earlier tables in this report.

Appendix C. Stakeholder MOUs

TREASURE VALLEY CLEAN CITIES COALITION

Established to encourage and accelerate the use of alternative fuel vehicles (AFV) in the Treasure Valley by creating partnerships to develop the AFV market and supporting infrastructure, in order to make the use of AFVs more efficient and economical.

MEMORANDUM OF UNDERSTANDING

Organization Ada County Highway District

Representative (name and title) John S. Franden, President of Board of Commissioners

Signature  Date May 11, 2005

Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

The Energy Policy Act of 1992, supplemented by the 1993 Executive Order 12344, established guidelines for effecting a favorable energy and environmental situation in the transportation sector. The DOE Clean Cities program acts as an umbrella to structure and achieve Energy Policy Act program goals and to coordinate objectives of governments and other federal directives, such as the Clean Air Act.

The Treasure Valley Clean Cities Coalition has been formed to encourage the use of alternative fuels and AFVs and to develop alternative fuel infrastructure in the Treasure Valley of Idaho in support of the DOE Clean Cities and Energy Policy Act goals.

The Treasure Valley Clean Cities Program will be administered according to a program plan that:

- Sets forth goals defining what the organization seeks to accomplish and why
- Creates an organizational structure enabling the coalition to effectively carry out its mission
- Characterizes the AFV market situation by gathering primary information on fuels, vehicles, and infrastructure from participating Clean Cities stakeholders
- Delineates estimated timetables containing discrete action items, milestones and deadlines for achieving objectives and goals
- Establishes a monitoring system for program management, advertisement of program success, and method for conveying program performance to DOE

Purpose

This Memorandum of Understanding (MOU) is a demonstration of stakeholder support for the Treasure Valley Clean Cities Program, which accelerates the introduction and expands the use of alternative fuels and AFVs.

Stakeholder Commitments

Signatories under this MOU undertake their best efforts to achieve and support the specific goals set forth in the Treasure Valley Clean Cities Program Plan. The MOU is a voluntary "good faith" commitment to help achieve the goals of the Treasure Valley Clean Cities Coalition.

The goals of the Treasure Valley Clean Cities Coalition are:

- Increase the number of AFVs on the road by 17% annually
- Increase the number of alternative refueling/recharging stations in the Treasure Valley
- Recruit new stakeholders
- Promote incentives to increase the use of alternative fuel
- Communicate Clean Cities' message to the public
- Raise funds to support coalition activities
- Educate policy makers about the benefits of AFVs and the Clean Cities Program

Supplementary Interagency or Other Agreements

Because the national Clean Cities program supports congressional and executive directives and may involve other federal, state, and local governmental entities, Clean Cities program initiatives may be subject to modification upon intervening congressional or executive guidance.

Subject to the Freedom of Information Act (5 U.S.C. 552) decisions on disclosures of information to the public regarding projects and programs referenced in this MOU shall be made by the DOE following consultation with the other parties' representatives.

TREASURE VALLEY CLEAN CITIES COALITION

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MEMORANDUM OF UNDERSTANDING

Organization Baird on
Representative (name and title) DENNIS BAIRD
Signature [Signature] Date 5/24/05

Background

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MEMORANDUM OF UNDERSTANDING

Organization: BFI / Allied Waste

Representative (name and title): Ana Masterson, Recycling/Community Relations Manager

Signature Ana Masterson

Date 6.3.05

Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

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Established to encourage and accelerate the use of alternative fuel vehicles (AFV) in the Treasure Valley by creating partnerships to develop the AFV market and supporting infrastructure, in order to make the use of AFVs more efficient and economical.

MEMORANDUM OF UNDERSTANDING

Organization Bio[Fuels & Mass] Consulting
Representative (Name and title) Paul Mann, owner
Signature Paul Mann Date 6/21/05

Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

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TREASURE VALLEY CLEAN CITIES COALITION

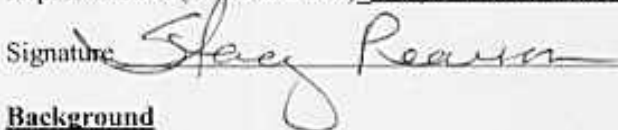
Established to encourage and accelerate the use of alternative fuel vehicles (AFV) in the Treasure Valley by creating partnerships to develop the AFV market and supporting infrastructure, in order to make the use of AFVs more efficient and economical.

MEMORANDUM OF UNDERSTANDING

Organization Boise State University

Representative (name and title) Stacy Pearson, Vice President for Finance and Administration

Signature



Date

6-9-05

Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

The Energy Policy Act of 1992, supplemented by the 1993 Executive Order 12344, established guidelines for effecting a favorable energy and environmental situation in the transportation sector. The DOE Clean Cities program acts as an umbrella to structure and achieve Energy Policy Act program goals and to coordinate objectives of governments and other federal directives, such as the Clean Air Act.

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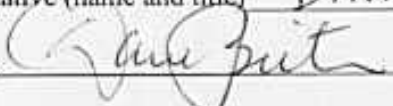
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TREASURE VALLEY CLEAN CITIES COALITION

Established to encourage and accelerate the use of alternative fuel vehicles (AFV) in the Treasure Valley by creating partnerships to develop the AFV market and supporting infrastructure, in order to make the use of AFVs more efficient and economical.

MEMORANDUM OF UNDERSTANDING

Organization CITY OF BOISE, IDAHO
Representative (name and title) DAVID H. BIETER, MAYOR
Signature  Date 5/23/05

Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

The Energy Policy Act of 1992, supplemented by the 1993 Executive Order 12344, established guidelines for effecting a favorable energy and environmental situation in the transportation sector. The DOE Clean Cities program acts as an umbrella to structure and achieve Energy Policy Act program goals and to coordinate objectives of governments and other federal directives, such as the Clean Air Act.

The Treasure Valley Clean Cities Coalition has been formed to encourage the use of alternative fuels and AFVs and to develop alternative fuel infrastructure in the Treasure Valley of Idaho in support of the DOE Clean Cities and Energy Policy Act goals.

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The goals of the Treasure Valley Clean Cities Coalition are:

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Supplementary Interagency or Other Agreements

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Treasure Valley Clean Cities Coalition Memorandum of Understanding

Established to encourage and accelerate the use of alternative fuel vehicles (AFV) in the Treasure Valley by creating partnerships to develop the AFV market and supporting infrastructure, in order to make the use of AFV's more efficient and economical.

Background:

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

The Energy Policy Act of 1992, supplemented by the 1993 Executive Order 12344, established guidelines for effecting a favorable energy and environmental situation in the transportation sector. The DOE Clean Cities program is an umbrella to structure and achieve Energy Policy Act program goals and to coordinate objectives of governments and other federal directives, such as the Clean Cities Air Act.

The Treasure Valley clean Cities Coalition has been formed to encourage the use of alternative fuels and AFVs and to develop alternative fuel infrastructure in the Treasure Valley of Idaho in support of the DOE Clean Cities and Energy Policy Act goals.

The Treasure Valley Clean Cities Program will be administered according to a program plan that:

- Sets forth goals defining what the organization seeks to accomplish and why.
- Creates an organizational structure enabling the coalition of effectively carry out its mission.
- Characterizes the AFV market situation by gathering primary information on fuels, vehicles, and infrastructure from participating Clean Cities stakeholders.
- Delineates estimated timetables containing discrete action items, milestones and deadlines for achieving objectives and goals.
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Purpose:

This Memorandum of Understanding (MOU) is a demonstration of stakeholder support for the Treasure Valley Clean Cities Program, which accelerates the introduction and expands the use of alternative fuels and AFVs.

Stakeholders Commitments:

Signatories under this MOU undertake their best efforts to achieve and support the specific goals set forth in the Treasure Valley Clean Cities Program Plan. The MOU is a voluntary "good faith" commitment to help achieve the goals of the Treasure Valley Clean Cities Coalition.

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Supplementary Interagency or Other Agreements

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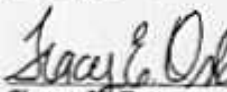
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Dated and approved by the Eagle City Council of Eagle, Idaho on May 10, 2005.

CITY OF EAGLE
Ada County, Idaho


Nancy C. Merrill, Mayor

ATTEST:


Sharon K. Bergman
City Clerk/Treasurer



TREASURE VALLEY CLEAN CITIES COALITION

Established to encourage and accelerate the use of alternative fuel vehicles (AFV) in the Treasure Valley by creating partnerships to develop the AFV market and supporting infrastructure, in order to make the use of AFVs more efficient and economical.

MEMORANDUM OF UNDERSTANDING

Organization City of Nampa
Representative (name and title) Mayor Tom Dale
Signature Tom Dale Date 6/7/05

Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

The Energy Policy Act of 1992, supplemented by the 1993 Executive Order 12344, established guidelines for effecting a favorable energy and environmental situation in the transportation sector. The DOE Clean Cities program acts as an umbrella to structure and achieve Energy Policy Act program goals and to coordinate objectives of governments and other federal directives, such as the Clean Air Act.

The Treasure Valley Clean Cities Coalition has been formed to encourage the use of alternative fuels and AFVs and to develop alternative fuel infrastructure in the Treasure Valley of Idaho in support of the DOE Clean Cities and Energy Policy Act goals.

The Treasure Valley Clean Cities Program will be administered according to a program plan that:

- Sets forth goals defining what the organization seeks to accomplish and why
- Creates an organizational structure enabling the coalition to effectively carry out its mission
- Characterizes the AFV market situation by gathering primary information on fuels, vehicles, and infrastructure from participating Clean Cities stakeholders
- Delineates estimated timetables containing discrete action items, milestones and deadlines for achieving objectives and goals
- Establishes a monitoring system for program management, advertisement of program success, and method for conveying program performance to DOE

Purpose

This Memorandum of Understanding (MOU) is a demonstration of stakeholder support for the Treasure Valley Clean Cities Program, which accelerates the introduction and expands the use of alternative fuels and AFVs.

Stakeholder Commitments

Signatories under this MOU undertake their best efforts to achieve and support the specific goals set

- Increase the number of alternative refueling/recharging stations in the Treasure Valley
- Recruit new stakeholders
- Promote incentives to increase the use of alternative fuel
- Communicate Clean Cities' message to the public
- Raise funds to support coalition activities
- Educate policy makers about the benefits of AFVs and the Clean Cities Program

Supplementary Interagency or Other Agreements

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COMPASS

COMMUNITY PLANNING ASSOCIATION

of Southwest Idaho

TREASURE VALLEY CLEAN CITIES COALITION

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MEMORANDUM OF UNDERSTANDING

Organization Community Planning Association of Southwest Idaho

Representative (name and title) Matthew J. Stoll, Executive Director

Signature

Date

5/24/2005

Background

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MEMORANDUM OF UNDERSTANDING

Organization Idaho Department of Environmental Quality

Representative (name and title) Jon Sandoval, Chief of Staff

Signature Jon Sandoval Date 05/10/05

Background

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MEMORANDUM OF UNDERSTANDING

Organization Discovery Center of Idaho
Representative (name and title) Kris Brimshaw, Marketing Advisor
Signature [Signature] Date 6/1/05

Background

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MEMORANDUM OF UNDERSTANDING

Organization FEARLESS FARRIS SERVICE STATIONS, INC. "STALKER STATIONS"
Representative (name and title) CHARLEY D. JONES, PRESIDENT
Signature [Signature] Date 4/19/05

Background

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Authority

This MOU is authorized under the:

- Energy Reorganization Act of 1974, which permits DOE to use the facilities of public agencies, requires DOE to consult with the heads of other agencies on the use of their facilities, and allows DOE to enter into cooperative projects with other public and private agencies; and
- Energy Policy Act of 1992, Section 505, Voluntary Supply Commitments, which requires DOE to obtain voluntary commitments to help achieve replacement fuel goals from fuel suppliers, fleet owners, and vehicle suppliers.

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MEMORANDUM OF UNDERSTANDING

Organization General Services Administration (GSA) GSA Fleet

Representative (name and title) Julie A Shain, Fleet Manager

Signature Julie A Shain Date May 16, 05

Background

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RECEIVED

MAY 20 2005

DEPARTMENT OF
ENVIRONMENTAL QUALITY
BOISE REGIONAL OFFICE

Stakeholder Commitments

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MEMORANDUM OF UNDERSTANDING

Organization Idaho Energy Division

Representative (name and title) Robert W. Hoppie, Administrator

Signature Robert W. Hoppie Date 6-03-05

Background

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MEMORANDUM OF UNDERSTANDING

Organization Idaho Farm Bureau Federation
Representative (name and title) Russell A. Hendricks, Regional Manager, Southwest Idaho
Signature [Signature] Date 5/12/05

Background

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MEMORANDUM OF UNDERSTANDING

Organization T. Datto Power Company
Representative (name and title) Matt W. Smith, Manager Fleet Services
Signature  Date 5-19-2005

Background

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MEMORANDUM OF UNDERSTANDING

Organization **Idaho Rural Partnership**

Representative (name and title) **Dale Dixon**

Signature



Date **May 9, 2005**

Background

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MEMORANDUM OF UNDERSTANDING

Organization BENOVA ENERGY INC (WYOMING ETHANOL LLC)
Representative (name and title) JIM GLANCEY - SR. VICE-PRESIDENT
Signature Jim T. Glancey Date 6/20/05

Background

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contracts*

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MEMORANDUM OF UNDERSTANDING

Organization Sanitary Services Co.
Representative (name and title) Bill Gregory, Operations Manager
Signature Bill Gregory Date 5-10-05

Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

The Energy Policy Act of 1992, supplemented by the 1993 Executive Order 12344, established guidelines for effecting a favorable energy and environmental situation in the transportation sector. The DOE Clean Cities program acts as an umbrella to structure and achieve Energy Policy Act program goals and to coordinate objectives of governments and other federal directives, such as the Clean Air Act.

The Treasure Valley Clean Cities Coalition has been formed to encourage the use of alternative fuels and AFVs and to develop alternative fuel infrastructure in the Treasure Valley of Idaho in support of the DOE Clean Cities and Energy Policy Act goals.

The Treasure Valley Clean Cities Program will be administered according to a program plan that:

- Sets forth goals defining what the organization seeks to accomplish and why
- Creates an organizational structure enabling the coalition to effectively carry out its mission
- Characterizes the AFV market situation by gathering primary information on fuels, vehicles, and infrastructure from participating Clean Cities stakeholders
- Delineates estimated timetables containing discrete action items, milestones and deadlines for achieving objectives and goals
- Establishes a monitoring system for program management, advertisement of program success, and method for conveying program performance to DOE

Purpose

This Memorandum of Understanding (MOU) is a demonstration of stakeholder support for the Treasure Valley Clean Cities Program, which accelerates the introduction and expands the use of alternative fuels and AFVs.

Stakeholder Commitments

Signatories under this MOU undertake their best efforts to achieve and support the specific goals set forth in the Treasure Valley Clean Cities Program Plan. The MOU is a voluntary "good faith" commitment to help achieve the goals of the Treasure Valley Clean Cities Coalition.

The goals of the Treasure Valley Clean Cities Coalition are:

- Increase the number of AFVs on the road by 17% annually
- Increase the number of alternative refueling/recharging stations in the Treasure Valley
- Recruit new stakeholders
- Raise funds to support coalition activities
- Educate policy makers about the benefits of AFVs and the Clean Cities Program

Supplementary Interagency or Other Agreements

Because the national Clean Cities program supports congressional and executive directives and may involve other federal, state, and local governmental entities, Clean Cities program initiatives may be subject to modification upon intervening congressional or executive guidance.

Subject to the Freedom of Information Act (5 U.S.C. 552) decisions on disclosures of information to the public regarding projects and programs referenced in this MOU shall be made by the DOE following consultation with the other parties' representatives.

TREASURE VALLEY CLEAN CITIES COALITION

Established to encourage and accelerate the use of alternative fuel vehicles (AFV) in the Treasure Valley by creating partnerships to develop the AFV market and supporting infrastructure, in order to make the use of AFVs more efficient and economical.

MEMORANDUM OF UNDERSTANDING

Organization: Department of Biological and Agricultural Engineering – University of Idaho

Representative (name and title): Jon Van Gerpen, Department Head

Signature  Date 6/17/05

Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

The Energy Policy Act of 1992, supplemented by the 1993 Executive Order 12344, established guidelines for effecting a favorable energy and environmental situation in the transportation sector. The DOE Clean Cities program acts as an umbrella to structure and achieve Energy Policy Act program goals and to coordinate objectives of governments and other federal directives, such as the Clean Air Act.

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- Promote incentives to increase the use of alternative fuel
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DRAFT
TREASURE VALLEY CLEAN CITIES COALITION

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MEMORANDUM OF UNDERSTANDING

Organization US-EPA
Representative (name and title) James H. Wentz / Doug Cole
Signature [Signature] Date 4/26/05

Background

The United States Department of Energy (DOE) is committed to energy use in the American transportation sector that is more efficient, less dependent on foreign sources, less environmentally disruptive, sustainable, and safe.

The Energy Policy Act of 1992, supplemented by the 1993 Executive Order 12344, established guidelines for effecting a favorable energy and environmental situation in the transportation sector. The DOE Clean Cities program is an umbrella to structure and achieve Energy Policy Act program goals and to coordinate objectives of governments and other federal directives, such as the Clean Air Act.

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Appendix D. Other Coalition Contacts and Interested Parties

Other Coalition Contacts and Interested Parties

Organization	Stakeholder (Y/N)	Name and Title	Address	Telephone, Fax, and E-mail	Category and Fleet
Ada County	N	Selena O'Neal, Energy Specialist	200 W. Front Street, Boise, ID 83702	T: (208) 287-7106 F: (208) 287-7109 E-mail: soneal@adaweb.net	Government: County Fleet: Yes
Ada County Highway District	Y	Kirk Hanson, Assistant Manager	3775 Adams Street Garden City, ID 83714	T: (208) 387-6320 F: (208) 387-6397 E-mail: khanson@achd.ada.id.us	Government: County Fleet: Yes
Ada County Highway District-Commuteride Program	Y (part of Ada County Highway District)	Don Kostelec, Commuteride Program Coordinator	3775 Adams Street Garden City, ID 83714	T: (208) 387-6162 F: (208) 387-6391 E-mail: dkostelec@achd.ada.id.us	Government: County Fleet: Yes
Boise Biodiesel Fuel User Consortium	N	Bruce Rankin	n/a	T: (208) 853-8332 F: (208) n/a E-mail: n/a	Other: Club Fleet: No
Boise State University	Y	Cal Gillis, Environmental Health Officer	1910 University Drive, MS 1825 Boise, ID 83725	T: (208) 426-3368 F: (208) 426-4411 E-mail: cgillis@boisestate.edu	University/Vo-Tech Fleet: Yes
Boise State University	Y	Pat Carlson, Diesel Mechanics Program	1910 University Drive, MS 2005 Boise, ID 83725	T: (208) 426-3999 F: (208) E-mail: pcarlson@boisestate.edu	University/Vo-Tech Fleet: Yes
National Interagency Fire Center: Bureau of Land Management	N	Dave Law	3833 S. Development Ave. Boise, ID 83705-5354	T: (208) 208-387-5512 F: (208) E-mail:	Government: Federal Fleet: Yes
National Interagency Fire Center: Bureau of Land Management	N	Paul Naman, Chief, Site and Facilities	3833 S. Development Ave. Boise, ID 83705-5354	T: (208) 208-387-5512 F: (208) E-mail:	Government: Federal Fleet: Yes
Canyon County	N	Matt Beebe, County Commissioner	1115 Albany Caldwell, ID 83605	T: (208) 422-5879 F: n/a E-mail: mbeebe@canyoncounty.org	Government: County Fleet: Yes
City of Boise, Airport	Y (Part of City of Boise)	Jill Bradley, Program Manager	3201 Airport Way, Suite 1000 Boise, ID 83705	T: (208) 383-3110 F: (208)343-9667 E-mail: jbradley@cityofboise.org	Airport Fleet: Yes

Organization	Stakeholder (Y/N)	Name and Title	Address	Telephone, Fax, and E-mail	Category and Fleet
City of Boise, City Shop	Y (Part of City of Boise)	Dennis Falconer, Lead Mechanic	4833 Dorman Boise, ID 83705	T: (208) 344-6549 F: (208) 344-8021 E-mail: dfalconer@cityofboise.org	Government: City Fleet: Yes
City of Boise, Parks and Recreation	Y (Part of City of Boise)	Mike Woodward, Manager	1104 Royal Blvd. Boise, ID 83706	T: (208) 384-4190 F: (208) 384-4127 E-mail: mwoodward@cityofboise.org	Government: City Fleet: Yes
City of Boise, Parks and Recreation	Y (Part of City of Boise)	Jamie Hientzerling, Administrative Assistant	1104 Royal Blvd. Boise, ID 83706	T: (208) 384-4060 F: (208) 384-4127 E-mail: jhientzerling@cityofboise.org	Government: City Fleet: Yes
City of Boise, Public Works Department	Y (Part of City of Boise)	Beth Baird, Environmental Program Coordinator	PO Box 500 Boise, ID 83701	T: (208) 384-3984 F: (208) 433-5650 E-mail: bbaird@cityofboise.org	Government: City Fleet: Yes
City of Boise, Public Works Department	Y (Part of City of Boise)	Megan Kershner, Environmental Programs Coordinator	PO Box 500 Boise, ID 83701	T: (208) 388-4712 F: (208) 433-5650 E-mail: mkershner@cityofboise.org	Government: City Fleet: Yes
City of Nampa	Y	Sharla Arledge, Public Information Officer	411 3 rd Street South Nampa, ID 83651	T: (208) 468-5411 F: (208) E-mail: arledges@ci.nampa.id.us	Government: City Fleet: Yes
Community Planning Association of Southwest Idaho	Y	Jay Witt, Principal Planner, Modeling	800 S. Industry Way, Suite 100 Meridian, ID 83642	T: (208) 855-2558 F: (208) 855-2559 E-mail: jwitt@compassidaho.org	Other: Regional Planning Organization Fleet: No
Dennis Dillon Auto Park and Truck Center, Ind.	N	Mike Simpson, Fleet Sales	2777 S. Orchard Boise, ID 83705	T: (208) 336-6000 F: (208) 336-6118 E-mail: myksimpson@netzero.com	Dealer Fleet: No
Department of Environmental Quality	Y	Patti Best, Pollution Prevention	1410 N. Hilton Boise, ID 83706	T: (208) 373-0146 F: (208) 373-0342 E-mail: pbest@deq.idaho.gov	Government: State Fleet: Yes
Department of Environmental Quality	Y	Leonard Herr, Airshed Coordinator	1445 N. Orchard Boise, ID 83706	T: (208) 373-0457 F: (208) 373-0287 E-mail: lherr@deq.idaho.gov	Government: State Fleet: Yes
Department of Environmental Quality	Y	Amy Luft, Environmental Education Coordinator	1410 N. Hilton Boise, ID 83706	T: (208) 373-0478 F: (208) 373-0342 E-mail: aluft@deq.idaho.gov	Government: State Fleet: Yes

Organization	Stakeholder (Y/N)	Name and Title	Address	Telephone, Fax, and E-mail	Category and Fleet
Department of Environmental Quality	Y	Thomas Schwarz, Environmental Trainee	1410 N. Hilton Boise, ID 83706	T: (208) 373-0444 F: (208) 373-0342 E-mail: pbest@deq.idaho.gov	Government: State Fleet: Yes
Governor Dirk Kempthorne	N	Office of the Governor	700 West Jefferson, 2nd Floor PO Box 83720 Boise, Idaho 83720	T: (208) 334-2100 F: (208) 334-2175 E-mail: n/a	Other: Elected Official Fleet: Yes
Idaho Association of Industry and Commerce	N	Dick Rush, Vice President of Natural Resources	PO Box 39 Boise, ID 83701	T: (208) 343-1849 F: (208) E-mail: drush@iaci.org	Association/Organization Fleet: No
Idaho Department of Agriculture	N	Wayne Hoffman, Special Assistant to the Director	2270 Old Penitentiary Road Boise, ID 83701	T: (208) 332-8671 F: (208) 334-2170 E-mail: whoffman@idahoag.us	Government: State Fleet: Yes
Idaho Commerce and Labor	N	Rachel C. Hall, SBIR Coordinator	700 W. State St. PO Box 83720 Boise, ID 83720	T: (208) 334-2470 F: (208) 334-2631 E-mail: rhall@cl.idaho.gov	Government: State Fleet: Yes
Idaho Energy Division	Y	John Crockett, Energy Specialist	PO Box 83720 Boise, ID 83720	T: (208) 287-4800 F: (208) 287-6700 E-mail: john.crockett@idwr.idaho.gov	Government: State Fleet: Yes
Idaho Energy Division	Y	K.T. Hanna, Energy Grants-Contracts Specialist	PO Box 83720 Boise, ID 83720	T: (208) 287-4800 F: (208) 287-6700 E-mail: kt.hanna@idwr.idaho.gov	Government: State Fleet: Yes
Idaho Transportation Department	N	Jackie Routen	PO Box 7129 Boise, ID 83707	T: (208) 334-8094 F: (208) E-mail: jrouten@itd.state.id.us	Government: State Fleet: Yes
Intermountain Gas Company	N	Byron Defenbach, Market Product Service Manager	PO Box 7608 Boise, ID 83707	T: (208) 377-6080 F: (208) 377-6097 E-mail: bdefen@intgas.com	Utility Fleet: Yes
National Interagency Fire Center	Y	Paul Naman	3833 S. Development Boise, ID 83705	T: (208) 387-5512 F: (208) E-mail: paul_naman@nifc.blm.gov	Government: Federal Fleet: Yes
Sanitary Services Company	Y	Symantha Miller	PO Box 626 Meridian, ID 83680	T: (208) 888-3999 F: (208) 888-5052 E-mail: symiller@sscwaste.com	Other: Waste Management Services Fleet: Yes

Organization	Stakeholder (Y/N)	Name and Title	Address	Telephone, Fax, and E-mail	Category and Fleet
Sanitary Services Company	Y	Steve Sedlacek	PO Box 626 Meridian, ID 83680	T: (208) 888-3999 F: (208) 888-5052 E-mail: ssedlacek@sscwaste.com	Other: Waste Management Services Fleet: Yes
Stoel Rives, LLC	N	Christopher Pooser, Attorney	101 S. Capitol Blvd., Suite 1900 Boise, ID 83702	T: (208) 389-9000 F: (208) 389-9040 E-mail: wcpooser@stoel.com	Other: Attorneys at Law Fleet: No
United Oil	N	Dale Johnston	2309 Franklin Rd. Caldwell, ID 83605	T: (208) 459-6363 F: (208) 459-2754 E-mail: dalejohnston@unitedoil.net	Fuel Provider Fleet: Yes
U.S. Forrest Service (Boise NF), Region 4	N	Wally Olson, Fleet Manager	1249 S. Vinnell Way Boise, ID 83709	T: (208) 373-4214 F: (208) 384-3490 E-mail: wolson@fs.fed.us	Government: Federal Fleet: Yes
U.S. Postal Service	N	Nikki Gridley, Manager, Vehicle Maintenance Facility	770 S. 13 th St., Boise, ID 83708	T: (208) 433-4380 F: (208) 433-4807 E-mail: nikki.j.gridley@usps.gov	Government: Federal Fleet: Yes
U.S. Representative C.L. Butch Otter	N	U.S. Representative	802 W. Bannock, Suite 101 Boise, ID 83702	T: (208) 336-9831 F: (208) 336-9891 E-mail: n/a	Other: Elected Official Fleet: No
Valley Regional Transit	N	Mark Carnopis, Community Relations Manager	830 N. Main St., Suite 230 Meridian, ID 83642	T: (208) 846-8547 F: (208) 846-8564 E-mail: mcarnopis@valleyride.org	Transit Service Fleet: Yes

Appendix E. Stakeholder and Interested Party Survey

Treasure Valley Clean Cities Coalition

Stakeholder Survey

Date: _____

Contact Information

Organization/Business Name _____

Mailing Address _____

City _____ State _____ Zip _____

Contact Name _____ Contact Phone _____

Email Address _____

Clean Cities Participation

Yes No Is your organization a Clean Cities Stakeholder or interested in becoming a Clean Cities Stakeholder? (Stakeholders will sign MOUs outlining actions they will take to advance alternative fuels and alternative fuel infrastructure in the Treasure Valley.) If NO, you are done.

Yes No Has your organization turned in its signed MOU? If NO, please do so **ASAP** and mail to Amy Luft at DEQ (1410 N. Hilton, Boise, 83706).

Fleet Vehicles

Yes No Does your company/organization maintain a vehicle fleet in the Treasure Valley? If no, skip to **In-House Suppliers**. (Can be a fleet of 1 – only company vehicles count)

Yes No (Fed Gov Fleets Only): Are you in compliance with Executive Order 13149 (Greening the Government Through Federal Fleet and Transportation Efficiency)?

Yes No If you have diesel vehicles in your fleet, do you use B20 (biodiesel)?

If YES, approximately how many gallons of biodiesel does your fleet use per month? _____ Year? _____
Per vehicle _____ or per total fleet _____? If year, what are you reporting as a year if not a calendar year? _____
Don't need both month and year or both vehicle and fleet; record however you normally track this.

Please indicate current number of vehicles by type and fuel capability:

Fuel Capability	Cars	Light Trucks	Heavy Truck	Other	Total	Where Do You Fill?
-----------------	------	--------------	-------------	-------	-------	--------------------

Traditional Gasoline						---
Hybrid (Gasoline)						---
Diesel						---
Ethanol 85% (E85)						
Compressed Natural Gas (CNG)						
Liquid Petroleum Gas (LPG/Propane)						
Other						
Total						

In-House Suppliers

Yes No Does your organization have its own fuel pumps? If No, skip to **Commercial/Key Card**.

Yes No Are your vehicles required to fuel at the company pump when in town?

Yes No Does anyone else use your pump?

If YES, are they co-owners of the pump, or do they pay you for their use? _____

Who are they? _____

Tank Number	Type of Fuel	Capacity	Approx. Usage (e.g., gallons per month)	Typically Used By (e.g., cars, light trucks, heavy trucks, own fleet, other fleets)
1				
2				
3				
4				
5				
6				

Commercial/Key Card Suppliers

Are your pumps commercial or key card only? _____

Key Card, skip to below. If neither, skip to **Grants**.

Commercial:

Tank Number	Type of Fuel	Capacity	Approx. Usage (e.g., gallons per month)	Typically Used By (e.g., cars, light trucks, heavy trucks, rvs, fleets, public)
1				
2				
3				
4				
5				
6				

Yes No To your knowledge, do any fleets use your E85/biodiesel pumps? If so, who? _____

Yes No Do they have an account where you can track their use?

If so, how much does each fleet use?

- Name: _____ E85: _____ Bio: _____ Per _____
- Name: _____ E85: _____ Bio: _____ Per _____
- Name: _____ E85: _____ Bio: _____ Per _____
- Name: _____ E85: _____ Bio: _____ Per _____
- Name: _____ E85: _____ Bio: _____ Per _____

Key Card:

Tank Number	Type of Fuel	Capacity	Approx. Usage (e.g., gallons per month)	Typically Used By (e.g., cars, light trucks, heavy trucks, own fleet, other fleets)
1				
2				
3				
4				
5				
6				

Which fleets use your E85/biodiesel pumps and how much do they use?

1. Name of fleet: _____ E85: _____ Bio: _____ Per _____
2. Name of fleet: _____ E85: _____ Bio: _____ Per _____
3. Name of fleet: _____ E85: _____ Bio: _____ Per _____
4. Name of fleet: _____ E85: _____ Bio: _____ Per _____
5. Name of fleet: _____ E85: _____ Bio: _____ Per _____

Grants/Funding (Mainly COMPASS, and gov agencies)

Yes No Has your organization received any grants or other funding for alternative fuel projects, outreach etc.? (Does not specify that it has to be current funding, but limit to recent funding – mainly for programs still in place). If YES, you (or the grant administrator) will get an email from Amy or Patti asking for details. Write down email address and name of who they should contact about the grant(s).

Action Items

We must include specific, measurable action items in the Clean Cities Program Plan. Which of the following will your organization commit to do during the next one to five years? These will be included in the plan (with your company name). You will have the opportunity to review the plan. **Note: On all of these we will likely need more info than is on this sheet. This is a starting point. Provide whatever info seems appropriate. More is better.**

1. Purchase AFV fleet vehicles for use in the Treasure Valley? **Yes No**

Number of vehicles planned (estimated) to buy in 2006 _____ Number of these that will be AFV _____ Type _____
 2007 _____ Number of these that will be AFV _____ Type _____
 2008 _____ Number of these that will be AFV _____ Type _____
 2009 _____ Number of these that will be AFV _____ Type _____
 2010 _____ Number of these that will be AFV _____ Type _____

*** = E85, CNG, LNG, etc.**

2. Commit to using (or increasing use of) biodiesel in diesel fleet vehicles? **Yes No**

Estimated current biodiesel use: (e.g., gallons per month) _____

Estimated biodiesel use in 2006 _____

Estimated biodiesel use in 2007 _____

Estimated biodiesel use in 2008 _____

Estimated biodiesel use in 2009 _____

Estimated biodiesel use in 2010 _____

3. Establish a company policy concerning the use of biodiesel or purchasing AFVs? **Yes No**

Company policy currently in place? **Yes No**

Will establish policy for using biodiesel? _____ If Yes, in what year? _____

Will establish policy for purchasing AFVs? _____ If Yes, in what year? _____ What type? _____ (e.g., E85)

Will establish policy for fueling E85 vehicles with E85? _____ If Yes, in what year? _____

4. Increase capacity/availability of B20, E85, or LNG where they are **currently** available? **Yes No**

Stations are commercial, key lock, or in-house? (circle)

Current capacity? B20 _____ E85 _____ CNG _____

Increase capacity of B20? _____ If yes, by how much? _____ In what year? _____ Where? _____

Increase capacity of E85? _____ If yes, by how much? _____ In what year? _____ Where? _____

Increase capacity of CNG? _____ If yes, by how much? _____ In what year? _____ Where? _____

5. Add new B20, E85, CNG, or LNG pumps where they are **not** currently available? **Yes No**

Tanks are commercial, key lock, or in-house? (circle)

Add new B20? _____ If yes, where? _____ In what year? _____

Add new E85? _____ If yes, where? _____ In what year? _____

Add new CNG? _____ If yes, where? _____ In what year? _____

Add new LNG? _____ If yes, where? _____ In what year? _____

6. Fund or participate in AFV research, special projects, or promotions? (e.g., Stinker Station’s Green Tuesday promotion, Alternative Energy Festival, etc.). If specific things are planned, go into detail: when, where, how much \$, audience, purpose, etc. If nothing specific planned, but will likely participate in things, explain what or how can contribute: \$, personnel, types of projects, etc.

Explain: _____

Other current or future activities: (explain in enough detail that we can use)

Thank you for your participation!

Appendix F. Gubernatorial and Mayoral Directives and COMPASS Continuing Resolution

Home QuickLinks For Citizens Contacts Jobs 5 OPTIONAL FORM NO. 10-100



U.S. General Services Administration

BUILDINGS

PRODUCTS

SEI

Home > About GSA > Reference > Executive Orders > E

FAX TRANSMITTAL

Page 4

To: Amy	From: Julie Shain
Department: DEB	Phone: 321-9150
Fax: 373-0342	Fax: 321-9518
WWW-101	GENERAL SERVICES ADMINISTRATION

Executive Orders

Executive Order 13149

Greening the Government Through Federal Fleet and Transportation Efficiency

By the authority vested in me as President by the Constitution and the laws of the United States of America, including the Policy and Conservation Act, as amended (42 U.S.C. 6201 et seq.), the Energy Policy Act of 1992 (Public Law 102-301 of title 3, United States Code), and the Energy Conservation Reauthorization Act of 1998 (Public Law 105-308), ordered as follows:

PART 1 PREAMBLE

Section 101. Federal Leadership. The purpose of this order is to ensure that the Federal Government exercises least reduction of petroleum consumption through improvements in fleet fuel efficiency and the use of alternative fuel vehicles and alternative fuels. Reduced petroleum use and the displacement of petroleum by alternative fuels will help promote more alternative fuel and fuel efficient vehicles, encourage new technologies, enhance the United States' energy security, and ensure a healthier environment through the reduction of greenhouse gases and other pollutants in the atmosphere.

PART 2 GOALS

Sec. 201. Reduced Petroleum Fuel Consumption. Each agency operating 20 or more motor vehicles within the United States shall reduce its entire vehicle fleet's annual petroleum consumption by at least 20 percent by the end of FY 2005, compared to 1999 petroleum consumption levels.

Sec. 202. Performance Strategies. Agencies have numerous options for developing a strategy to meet the petroleum levels established in section 201 of this order. Measures include: the use of alternative fuels in light, medium, and heavy vehicles; the acquisition of vehicles with higher fuel economy, including hybrid vehicles; the substitution of cars for light trucks; an increase in vehicle load factors; a decrease in vehicle miles traveled; and a decrease in fleet size. Each agency will develop a strategy that includes most, if not all, of these measures, but can develop a strategy that fits its unique fleet configuration and mission requirements. As part of the strategy, each agency should attempt to accelerate the introduction of vehicles that meet or exceed 2 standards. Where feasible, agencies should also consider procurement of innovative vehicles, such as hybrid electric vehicles capable of large improvements in fuel economy. The strategy should also attempt to minimize costs in achieving the goals of this order. In developing its strategy, each agency shall include the following:

- AFV Acquisition and Use of Alternative Fuels. Each agency shall fulfill the acquisition requirements for AFVs set forth in section 303 of the Energy Policy Act of 1992. Agencies shall use alternative fuels to meet a majority of the fuel requirements of those motor vehicles by the end of FY 2005. Section 402 of this order addresses related issues of alternative fuel infrastructure availability and the ability to track alternative fuel usage data; and
- Acquisition of Higher Fuel Economy Vehicles. Agencies shall increase the average EPA fuel economy rating for cars and light trucks acquired by at least 1 mile per gallon (mpg) by the end of FY 2002 and at least 3 mpg by FY 2005 compared to FY 1999 acquisitions.

PART 3 ORGANIZATION AND ACCOUNTABILITY

Sec. 301. Leadership Responsibilities. The Office of Management and Budget (OMB), the Department of Energy (DOE), the Environmental Protection Agency (EPA), and the General Services Administration (GSA) shall be responsible for providing leadership and guidance in implementing this order.

leadership to the other Federal agencies in implementing programs to meet the goals of this order. Therefore, they are to perform the following activities:

- a. OMB shall:
 1. designate a senior official to assume the responsibility for coordinating the collection of agency budget submissions pursuant to this order;
 2. amend and issue budget guidance to the agencies that requires each agency to identify in its annual budget submission the funding necessary to meet the requirements of this order;
 3. review annual agency budget submissions to determine adequacy in meeting the goal of this order and requests for increased funding to support achievement of the goals against other mission priorities for the year;
 4. review agency submissions for the annual report to the Congress, after budget decisions are made.
- b. DOE shall:
 1. issue guidance to agencies, within 90 days of the issuance of this order, on preparation and submission of strategies for complying with this order and the collection and annual reporting of data to demonstrate compliance with this order;
 2. review and evaluate agency strategies prior to their submission to OMB;
 3. provide OMB with copies of the agency strategy evaluations;
 4. provide whatever other support OMB requires to facilitate performance of OMB's role;
 5. establish the data collection and reporting system outlined in the DOE guidance for collecting annual agency performance data on meeting the goals of this order and other applicable statutes and policies;
 6. educate personnel from other agencies on the requirements of this order, the data collection and reporting system, best practices for improving fleet fuel efficiency, and methods for successfully acquiring and using AFVs;
 7. review agencies' annual data submissions for accuracy and produce a scorecard of agency and overall compliance with this order and other applicable statutes and policies; and
 8. report to the President annually on compliance with the order, including the scorecard and level of performance in meeting the goals of the agencies' strategies.
- c. EPA shall support DOE and GSA in their efforts to assist the agencies in the accelerated purchase of Tier 2 AFVs.

GSA shall develop and implement strategies that will ease agencies' financial and administrative burdens associated with acquisition of AFVs, including:

1. Agencies shall be allowed to replace their conventionally-fueled vehicles with AFVs by making an initial lump sum payment for the additional acquisition cost of the AFV and shall be allowed to contribute to the higher replacement cost incrementally over the term of the lease, and have the option of averaging AFV incremental costs across the fleet as provided by the Energy Policy Act of 1992.
2. Within 120 days of this order, the Administrator of GSA, in consultation with other agencies, shall:
 - A. provide a summary of agency AFV acquisition plans to potential AFV manufacturers to assist in their planning. At least 4 months in advance of agency vehicle ordering cycles, GSA must provide to agencies available information on the production plans of AFV manufacturers;
 - B. develop, in coordination with DOE and EPA, methods that will help Federal fleet managers to select vehicles that improve fleet fuel efficiency and to meet Tier 2 vehicle standards; and
 - C. collaborate with its customer agencies and their procurement staff and officials to discuss and plan efforts that the GSA-leased fleet is making progress toward the goals of this order.

Sec. 302. Designation of Senior Agency Official. Within 90 days of the date of this order, the head of each agency shall designate a senior official to assume responsibility for the agency's AFV and fleet fuel efficiency programs, and for meeting the goals of this order. Each senior agency official designated by an agency shall be responsible for:

- a. preparing an agency strategy for meeting the goals of this order, in accordance with guidance issued by DOE;
- b. submitting the agency strategy to DOE within 180 days of the issuance of this order for evaluation and submission to OMB;
- c. implementing the data collection and reporting system outlined in the DOE guidance for collecting annual agency performance data on meeting the goals of this order and reporting the data to DOE;
- d. ensuring the agency's strategy for meeting the goals of this order is incorporated in the annual budget submission;
- e. assembling the appropriate team and resources in the agency necessary to attain the goals of this order.

Sec. 303. Management and Government Performance. Agencies may use the following management strategies to assist in meeting the goals of this order:

- a. **Awards.** Agencies may use employee incentive programs to reward exceptional performance in implementing

- b. Performance Evaluations. Agencies shall, where appropriate, include successful implementation of the provisions of this order in the position descriptions and performance evaluations of agency heads, the senior official, fleet managers, superiors, and other relevant employees.

Sec. 304. Applicability. This order applies to each agency operating 20 or more motor vehicles within the United States means an executive agency as defined in 5 U.S.C. 105. For the purpose of this order, military departments, as defined in 102, are covered under the auspices of the Department of Defense.

PART 4 IMPLEMENTATION

Sec. 401. Vehicle Reporting Credits. When preparing the annual report to DOE and OMB, each agency acquisition of an alternative fuel light-duty vehicle, regardless of geographic placement, shall count as one credit towards fulfilling the acquisition requirements of the Energy Policy Act of 1992. Agencies shall receive one additional credit for each light-duty vehicle that exclusively uses an alternative fuel and for each Zero Emission Vehicle of any size. Agencies shall receive three credits for dedicated medium-duty AFVs and four credits for dedicated heavy-duty AFVs. Agencies can also receive one credit for each gallon of pure bio-diesel used in diesel vehicles.

Sec. 402. Infrastructure. To support the use of alternative fuel in AFVs, agencies should arrange for fueling at convenient locations, including but not limited to, petroleum fuel providers.

Sec. 403. Procurement of Environmentally Preferable Motor Vehicle Products.

- Consistent with Executive Order 13101 and section 6002 of the Resource Conservation and Recovery Act (5 U.S.C. 6062, effective 6 months after the date of this order, no Federal agency shall purchase, sell, or arrange for the purchase of virgin petroleum motor vehicle lubricating oils when re-refined motor vehicle lubricating oils are available and meet the vehicle manufacturer's recommended performance standards.
- Consistent with Executive Order 13101 and RCRA section 6062, in acquiring and maintaining motor vehicles, agencies shall acquire and use United States EPA-designated Comprehensive Procurement Guideline items, including retread tires, when such products are reasonably available and meet applicable performance standards. In addition, Federal agencies should consider acquiring other recycled content products, such as tires containing 5-10 percent post-consumer recovered rubber.
- Consistent with Executive Order 13101, Federal agencies are encouraged to use biobased motor vehicle products when such products are reasonably available and meet applicable performance standards.

PART 5 GENERAL PROVISIONS

Sec. 501. Revocation. Executive Order 13031 of December 13, 1996, is revoked.

Sec. 502. Statutory Authority. Agencies must carry out the provisions of this order to the extent consistent with their authority.

Sec. 503. Limitations. This order is intended only to improve the internal management of the executive branch and it shall not be construed to create any right, benefit, or trust responsibility, substantive or procedural, enforceable at law by a party against the States, its agencies, its officers, or any other person.

Sec. 504. Independent Agencies. Independent agencies and agencies excepted from coverage by section 304 are not required to comply with the provisions of this order.

Sec. 505. Government-Owned Contractor-Operated Vehicles. Agencies must ensure that all Government-owned or contractor-operated vehicles comply with all applicable goals and other requirements of this order and that these goals and requirements are incorporated into each contractor's management contract.

Sec. 506. Exemptions for Military Tactical, Law Enforcement, and Emergency Vehicles. Department of Defense military vehicles are exempt from this order. Law enforcement, emergency, and any other vehicle class or type determined by the Secretary, in consultation with DOE, are exempted from this order's requirements for Federal fleet fuel efficiency and alternative fuel.

acquisition. Agencies claiming vehicle exemptions must provide information on the number of each class or type of vehicle claimed as exempt as well as an estimate of total fuel consumption of exempt vehicles on an annual basis. Agencies examine options for increasing fuel efficiency in these exempt vehicles and should report actions taken to increase fuel efficiency in these vehicles or fleets. All information required by this section must be submitted annually under Part 3 of this order.

Sec. 507. Compliance.

- a. If an agency fails to meet requirements of the Energy Policy Act of 1992 or this order, its report to the DOE under section 302(c) must include an explanation for such failure and an updated strategy for achieving compliance with the agency's current and requested budgets.
- b. OMB, in consultation with DOE, may modify the compliance requirements for an agency under Part 2 of this order if the agency is unable to comply with the requirements of that part. An agency requesting modification must show that it has made substantial good faith efforts to comply with that part. The availability and costs of alternative fuels and the availability of alternative fuels are a factor in OMB's decision to modify the agency's compliance with Part 2 of this order.

Sec. 508. Definitions. Terms used in this order shall have the same definitions as those in the Energy Policy Act of 1992, unless specifically changed in guidance to be issued by DOE under section 301(b) of this order.

(Presidential Sig.)

THE WHITE HOUSE,

April 21, 2000.

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THE OFFICE OF THE GOVERNOR

EXECUTIVE DEPARTMENT
STATE OF IDAHO
BOISE

EXECUTIVE ORDER NO. 2003-14

AIR QUALITY IN THE TREASURE VALLEY

WHEREAS, scientific data and discussion at a recent Governor's Conference on Air Quality in the Treasure Valley established that continued degradation of air quality in the Treasure Valley will jeopardize the health of our citizens, and could severely impact the economy and development of the region; and

WHEREAS, the State of Idaho can lead by example in the efforts to improve and protect air quality in the Treasure Valley; and

WHEREAS, exhaust emissions from motor vehicles are a source of air pollution in the Treasure Valley and, in performing their duties and servicing the residents of the State of Idaho, the executive agencies and employees of the State of Idaho own or lease a significant fleet of motor vehicles and operate other sources of air pollution.

NOW, THEREFORE, I, DIRK KEMPTHORNE, Governor of the State of Idaho, by the authority vested in me under the Constitution and laws of this state do hereby order effective immediately that:

1. In consultation with the Department of Environmental Quality, each executive department director shall:
 - a. Develop, adopt and implement a response plan to reduce air emissions from agency operations and employee commuting practices during times of elevated levels of air pollution in the Treasure Valley; and
 - b. Adopt policies and practices which ensure that vehicles and other emissions sources purchased and operated by the agency and its employees in the Treasure Valley produce the least amount of emissions possible given the agency's operating, business and customer needs.
2. Working with other agencies and the private sector, within six months from the date of this Executive Order, the Idaho Department of Water Resources, Energy Division shall develop an implementation strategy to assess and enhance the use of appropriate alternative fuel supplies as a means of air quality improvement and protection in the Treasure Valley.
3. The Department of Administration shall:
 - a. Ensure that its policies and procedures facilitate and support the goals and objectives of this Executive Order; and
 - b. Develop statewide contracts for low emission vehicles to be purchased by state agencies in the Treasure Valley.
4. The faculty and researchers of the universities of the State of Idaho are encouraged to continue their efforts to better quantify and understand the sources, atmospheric dispersion and chemistry of air pollution in the Treasure Valley, and to improve the body of knowledge with regard to technical and management solutions available (or which can be made available) to address air quality issues in the Treasure Valley.

5. Each executive department director or other appointing authority shall be responsible for ensuring that his or her agency is complying with the above directive.
6. All Idaho businesses, governments and citizens are encouraged to participate in efforts consistent with this Executive Order.
7. Annually, the Department of Environmental Quality shall review and report to the Office of the Governor on the actions taken by the executive departments to comply with the directives, purpose and intent of this Executive Order.

This Executive Order shall cease to be effective four years after its entry into force.



IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Idaho at the Capitol in Boise on this fourteenth day of November in the year of our Lord two thousand and three, and of the Independence of the United States of America the two hundred twenty-seventh and of the Statehood of Idaho the one hundred thirteenth.

A handwritten signature in cursive script, reading "Dirk Kempthorne".

DIRK KEMPTHORNE
GOVERNOR

A handwritten signature in cursive script, reading "Ben Jordan".

BEN JORDAN
SECRETARY OF STATE

Treasure Valley Clean Cities Coalition

Steering Committee

Beth Baird, City of Boise

Mark Cornopis, Valley Regional Transit

Jim Glancey, Wyoming Ethanol

Jill Singer, City of Boise

Patti Best, DEQ

Russ Hendricks, Idaho Farm Bureau

Megan Kerstner, City of Boise

Jay With, COMPASS

Pat Carlson, BSU

Leonard Herr, DEQ

Julie Shain, GSA

May 20, 2005

Mr. Matthew Stoll
Executive Director
COMPASS
800 S. Industry Way, Suite 100
Meridian, ID 83642

Dear Mr. Stoll:

The Treasure Valley Clean Cities Coalition (TVCCC) is preparing for designation by the U.S. Department of Energy (DOE) as a "Clean City". We are anticipating designation by September 2005. In order for this to happen, the TVCCC must identify a coalition coordinator. Staff members from the Idaho Department of Environmental Quality (DEQ) and the City of Boise have temporarily assumed the coordinator responsibilities for the purpose of establishing the coalition and obtaining designation. To maintain cohesiveness in the coalition, DOE highly recommends that coordinator duties be assumed by one designated person. Neither DEQ nor the City of Boise will be able to provide this level of staff support into the future. Therefore, the coalition's steering committee is exploring ways to establish a permanent coordinator to assure our Coalition can effectively operate once designated. Housing the TVCCC coordinator within COMPASS is an option we would like you and the COMPASS Board to consider.

Clean Cities Coalitions around the country have organized in different ways. Some coalitions, such as in Seattle and Salt Lake City, have dedicated full-time coordinator positions. Other area coordinators assume Clean Cities responsibilities in addition to existing duties within their organization, as in San Diego. Coordinators may work out of city or county offices, universities, or non-profit organizations. Many are located within the local Council of Governments, as in Tucson, Arizona and Raleigh, North Carolina. Placement of the TVCCC coordinator within COMPASS would be a logical option as many of the organizations active in the coalition are also members of COMPASS. Furthermore, the Coalition's goal of advancing the use of alternative fuels complements COMPASS's transportation planning responsibilities.

Generally, coordinator responsibilities include the following tasks:

- Coordinate and facilitate stakeholder and steering committee meetings
- Coordinate outreach activities supporting the TVCCC goals
- Pursue grant opportunities

- Serve as liaison between TVCCC and other organizations with interests in alternative fuels
- Represent TVCCC at the National Clean Cities Conference
- Submit annual report to DOE Clean Cities Program

The TVCCC Steering Committee members and established working groups will assist the coordinator with these duties.

Your consideration of our request to maintain the Treasure Valley Clean Cities Coalition Coordinator position is appreciated. Should you or the COMPASS Board wish further information, we would be happy to provide it to you.

Sincerely,



Beth K. Baird
Interim Treasure Valley Clean Cities Co-Coordinator



Leonard Herr
Interim Treasure Valley Clean Cities Co-Coordinator



MEMORANDUM

TO: City Department and Division Heads
FROM: Mayor David H. Bieter
DATE: November 4, 2004
SUBJECT: Ethanol (E85) Use and Flexible-Fuel Vehicle Purchases (MD 11-04-04)

Last spring, in cooperation with the state Department of Environmental Quality and other local stakeholders, the City of Boise entered into the U.S. Department of Energy's Clean Cities program with the goal of bringing alternative-fuel options to Boise. Among the most promising of the viable fuel options is E85, a blend of 85% ethanol and 15% gasoline, which offers substantial economic, air quality and energy security benefits.

E85 has not been unavailable in the Boise area for many years. However, through the assistance of the Clean Cities coalition, E85 will be offered for retail sale at the Stinker Station, 2323 W. Main St., beginning November 5, 2004.

Vehicles that can use E85 are referred to as Flexible-Fuel Vehicles (FFVs), because they can operate safely on regular gasoline as well as E85. Not all vehicles can use E85, but many new, off-the-lot vehicles (including many Ford Tauruses, Chevrolet Tahoes, and GMC Yukons sold in the Treasure Valley) are FFVs. The City currently owns 30 FFVs.

Effectively immediately, City of Boise departments and divisions are directed to use E85 in City-owned Flexible-Fuel Vehicles whenever practical. Moreover, all departments and divisions are directed to consider E85 compatibility in vehicle acquisition and to purchase Flexible-Fuel Vehicles when such vehicles are available and otherwise meet needs and specifications.



COMPASS

COMMUNITY PLANNING ASSOCIATION

of Southwest Idaho

RESOLUTION No. 13-2005

FOR THE PURPOSE OF PROMOTING AND ENCOURAGING ALTERNATIVE FUEL USE IN SOUTHWEST IDAHO

WHEREAS, the Community Planning Association desires to ensure the flexibility of Federal transportation funding in Northern Ada County; and

WHEREAS, Federal transportation funds are contingent upon conformity of transportation plans, programs, and projects to air quality implementation plans; and

WHEREAS, forecasted growth in the region will lead to increases in vehicle emissions and fuel use; and

WHEREAS, increases in the use and availability of alternative fuels in Southwest Idaho may improve air quality; and

WHEREAS, increases in the use of alternative fuels will also lessen the demand for petroleum based fuels; and

WHEREAS, national energy, environmental, and economic policy impacts the availability, reliability, and subsequent use of alternative fuels.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board of Directors formally requests the Idaho Congressional Delegation support legislation that will promote the use and availability of quality alternative fuels in Southwest Idaho.

Dated this 23rd day of May 2005.

APPROVED:

By:

Bob Flowers, Chair
Community Planning Association Board

ATTEST:

By:

Matthew J. Stoll, Executive Director
Community Planning Association

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800 S. Industry Way, Suite 100 • Meridian, ID 83642 • (208) 855- 2558 • Fax (208) 855-2569 • www.compassidaho.org

Appendix G. Letters of Support for the TVCCC



DIRK KEMPTHORNE
GOVERNOR

June 6, 2005

Ms. Shelley Launey
U.S. Department of Energy
Clean Cities Program
1000 Independence Ave., SW
Washington, D.C. 20585

Dear Ms. Launey:

The state of Idaho is committed to alternative fuels and supports the Treasure Valley Clean Cities Coalition in its application to the U.S. Department of Energy Clean Cities Program. Alternative fuels benefit Idaho's agricultural economy, our air quality, and national energy security.

The state has taken a leadership role in advancing the use of alternative fuels statewide. For example, state agencies are required to meet their Energy Policy Act (EPACT) requirements and asked to exceed these requirements by purchasing alternative fueled vehicles when possible. I myself drive a flexible fueled E85 state vehicle.

Idaho universities and research laboratories are at the forefront of research related to biofuels production and technologies. The University of Idaho is a national leader, researching production and applications for alternative fuels. Boise State University is educating tomorrow's leaders on the practical applications of biofuels and alternative fuel vehicle technologies.

Last November, state agencies partnered with local and private organizations to open the Treasure Valley's E85 public fueling station. I presided over the opening of this historic event which was an important step toward building an alternative fuel infrastructure in Idaho.

Clean Cities designation will help further our state's goals and commitments toward alternative fuels. The State of Idaho is pleased to support the Treasure Valley Clean Cities Coalition's activities and application for designation into the U.S. Department of Energy's Clean Cities Program.

Sincerely,

A handwritten signature of Dirk Kempthorne in dark ink, written over a light blue horizontal line.

DIRK KEMPTHORNE
Governor

DK:jy

TOM DALE
MAYOR



CITY HALL
411 3RD ST. SOUTH
NAMPA, IDAHO 83651
(208) 468-5401
FAX: (208) 465-2227

OFFICE OF THE MAYOR

June 10, 2005

Ms. Shelley Launey
U.S. Department of Energy
Clean Cities Program
Washington, D.C.

Dear Ms. Launey:

The City of Nampa would like to express its support and appreciation for Treasure Valley Clean Cities Coalition. The City of Nampa has been an active member of the Treasure Valley Clean Cities Coalition since its inception in the spring of 2004. The coalition benefits Nampa through reduced vehicle emissions, which help protect and improve air quality. The City of Nampa aids the coalition goals by using biodiesel in city vehicles.

Supporting the Coalition's practices to reduce petroleum consumption also benefits our agricultural economy and reduces reliance on foreign fuels. All of these issues improve Nampa's quality of life.

All cities and areas need to work together to ensure clean air. Treasure Valley Clean Cities Coalition will help us improve air quality in Nampa and the entire Treasure Valley.

Sincerely,

A handwritten signature in cursive script that reads "Tom Dale".

Tom Dale
Mayor
City of Nampa



David H. Bieter
Mayor

City Council
President
Marianne Jordan
Council ProTem
Elaine Clegg

Vernon L. Bisterfeldt
David Eberle
M. Jerome Mapp
Alan W. Shealy

Boise City Hall
Third Floor
150 N. Capitol Boulevard

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800/377-3529

Web
www.cityofboise.org/mayor

Office of the Mayor

May 6, 2005

Ms. Shelley Launey
U.S. Department of Energy
Clean Cities Program
Washington, D. C.

Subject: Support of the Treasure Valley Clean Cities Coalition

Dear Ms. Launey:

Over the past year the Boise City has worked with other organizations to create the Treasure Valley Clean Cities Coalition. We have increased our use of alternative fuel and will continue to support its use.

Besides the importance of lessening our dependence on foreign oil supplies, we are interested in the air quality benefits of using alternative fuels. We see our city as a great place to live, learn, work and play. However, our area is subject to strong inversions that can trap the pollution that can create health concerns for our citizens. Partnering with other governmental groups, universities, local businesses, and other organizations through a Clean Cities Coalition will assist in reducing petroleum consumption and is an excellent way to help improve our air quality.

Additionally, the Clean Cities Program and its promotion of alternative fuels will increase opportunities for our area's agricultural community. Idaho has an ethanol plant under construction which will be using local feed stock, and there is talk of development of other bio-fuel production facilities in our area.

Boise City is interested in providing a positive environment for our citizens and promoting opportunities for economic development. We see the establishment of a Clean Cities Coalition as a means of achieving those goals. Boise City is pleased to support the Treasure Valley Clean Cities Coalition.

Sincerely,

David H. Bieter
Mayor, Boise City



Co-Chairs
Roger Madsen
Director, Idaho Commerce & Labor
Trent Clark
Public Affairs Director, Monsanto

821 West State Street • Boise, Idaho 83653 • (208) 334-3131 • Fax (208) 334-2505 • <http://www.irp.idaho.gov>

May 16, 2005

Leonard Herr
DEQ - Treasure Valley Clean Cities Coalition
1445 North Orchard
Boise, Idaho 83706-2239

Mr. Herr:

Enclosed please find the Idaho Rural Partnership's memorandum of understanding to join the Treasure Valley Clean Cities Coalition.

IRP's Board of Directors anticipates our participation to benefit all of Idaho by fulfilling our mission to join diverse public and private resources in innovative collaborations to strengthen communities and improve life in rural Idaho. IRP will seek ways to promote successes of the TVCCC to rural areas of the state for possible implementation.

IRP will fulfill the MOU by promoting incentives to increase the use of alternative fuel and communicate Clean Cities' message to the public.

We look forward to partnering with the Treasure Valley Clean Cities Coalition to the benefit of rural Idaho.

Sincerely,

Dale Dixon
Executive Director

The Idaho Rural Partnership (IRP) joins diverse public and private resources in innovative collaborations to strengthen communities and improve life in rural Idaho.

Dale Dixon, *Executive Director*
dale.dixon@irp.idaho.gov • (208) 272-0596



STATE OF IDAHO

DEPARTMENT OF AGRICULTURE

DIRK KEMPTHORNE
Governor

PATRICK A. TAKASUGI
Director

June 27, 2005

VIA ELECTRONIC MAIL

Patti Best
Idaho Department of Environmental Quality
1410 North Hilton
Boise, Idaho 83706

Dear Patti:

The Idaho State Department of Agriculture would like to be considered "an interested participant" in the Treasure Valley Clean Cities Coalition. Thank you for asking us to be a part of this project.

There is a logical connection between what you are doing at DEQ and what we are doing at ISDA. It is your goal to utilize the latest technologies in an effort to improve the air quality in the state of Idaho. It is our goal to promote Idaho agriculture, and in doing so, find new, innovative uses for Idaho crops. We are very much interested in the possibilities for the future of agriculture. Technologies for biofuels, for example, hold great promise, and we're only beginning to understand and fully comprehend what those potentials are.

Again, please count us in as a participant in the process. I also hope we can revisit the questions surrounding the Memorandum of Understanding in the coming weeks.

Sincerely,

Wayne Hoffman
Special Assistant to the Director
Idaho State Department of Agriculture